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Gardiner, Me.

THE CENTENNIAL OF GARDINER

AN ACCOUNT OF THE EXERCISES AT THE CELEBRATION OF THE ONE HUNDREDTH ANNIVERSARY OF THE INCORPORATION OF THE TOWN JUNE 25, 1903

GARDINER, MAINE
1903

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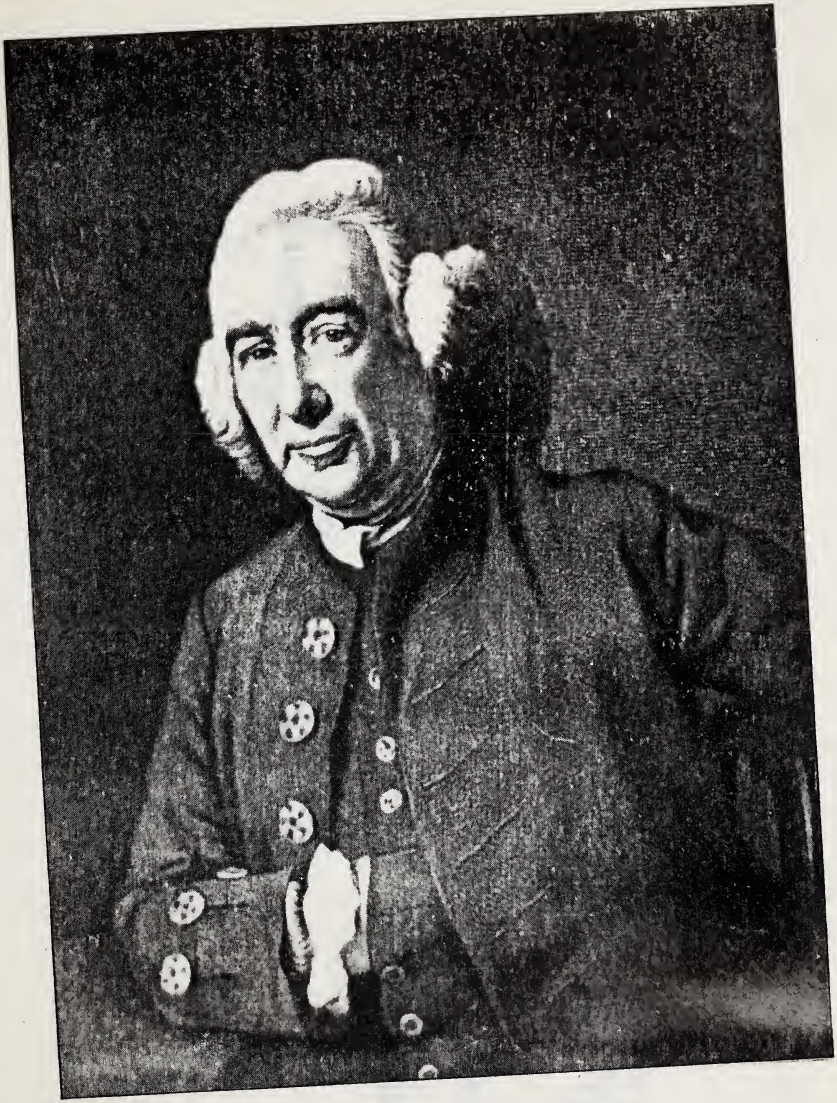

DR. SYLVESTER GARDINER.

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Gardiner, *Me.*

The centennial of Gardiner; an account of the exercises at the celebration of the one hundredth anniversary of the incorporation of the town, June 25, 1903. Gardiner, Me., 1903.

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"A brief sketch of Gardiner's early history," by J. S. Maxcy: p. 23–46.

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Centennial of Gardiner.

ON FEBRUARY 17, 1803, in accordance with an act approved by the legislature of the Commonwealth of Massachusetts, Gardiner, in the so-called District of Maine, was set off from ancient Pittston and incorporated as a separate town. Sparse of population among its wooded hills, the settlement boasted no edifice of a public nature other than its single place of worship, a small and unpretentious Episcopal Church, known as St. Ann's; and in this building, on Monday, March 21, of the same year, was held Gardiner's first town meeting.

SERVICES AT CHRIST CHURCH, SUNDAY, MARCH 22, 1903.

Most appropriately, then, the hundredth anniversary of this event was commemorated on the afternoon of Sunday, March 22, 1903, in Christ Church, the successor of St. Ann's and neighbor to its site. Here the rector, the Rev. R. W. Plant, conducted a short service, and suitable music was rendered by the congregation with the assistance of the vested choir.

The Mayor with the other city officials was present, and the church was filled with Gardiner's representative men and women.

At the conclusion of the service able historical addresses by four of Gardiner's citizens were delivered to the appreciative audience.

In a few preliminary words the Rev. Mr. Plant emphasized the relation which has existed between religion and government from the time of the dedication of Solomon's temple

through the succeeding centuries and through the annals of the early New England States. With a passing reference to the customs and birthday of the town of Gardiner, one hundred years before, he introduced the first speaker, Melvin C. Wadsworth, whose subject was "Lessons of the Hour."

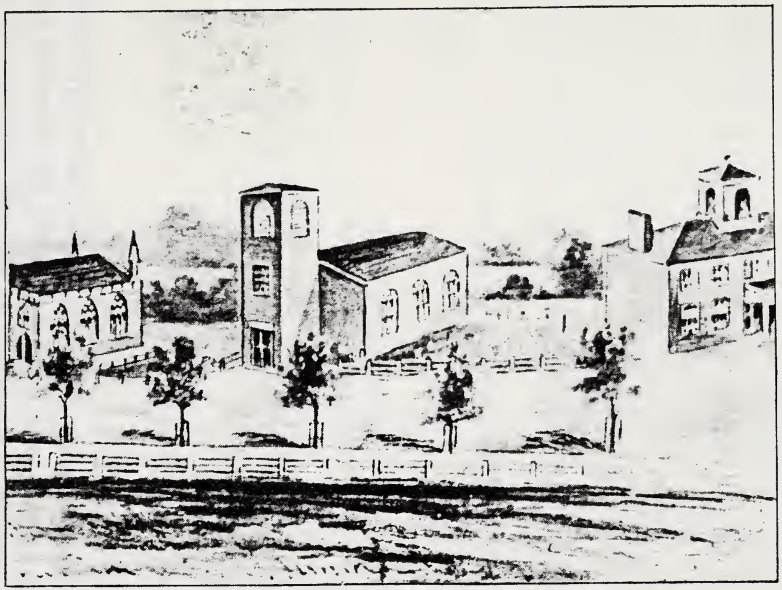
Mr. Wadsworth gave a series of vivid pictures of life in Gardiner as he had seen it; and then contrasted by-gone men and manners with those of the present day. He told of the efficient service of the town during the War of the Rebellion, and closed his remarks upon the teachings of the past with the well-chosen quotation: — "The things which are seen are temporal, but the things which are not seen are eternal."

Ex-Mayor Ladd next discussed "Gardiner as My Adopted Town." His reminiscences of the early life of this community and of the strong men of the time were graphic and vigorous. With regard to religious and moral influences, he gave his opinion that we had lost rather than gained. In proof of this, he noticed the loftier ethical standpoint of the past and the comparatively zealous attendance upon church services, especially among the men who built up the town.

Josiah S. Maxcy then spoke on "Gardiner as the Home of My Youth." Mr. Maxcy aptly described the pioneer settlers of the town, their customs, and their public meetings, with emphasis upon the responsibility of each of us for the history of his time. Among the sterling qualities of our forefathers, he praised especially the vigor with which they established and upheld those three great factors of progress — home, school, and church.

He made mention of several prominent men who had been of influence during the formative period of our city's life. He then reviewed the industrial advance of the citizens; and concluded with an expression of hope for Gardiner's future and a reference to the fair memory of a childhood spent within its bounds.

The fourth and last address was by Henry Richards, on "The True Value of Progress." It gave, in a scholarly



St. Ann's Church. From an Old Sketch.
Where first town meeting was held.

review, a brief history of Gardiner, beginning with the arrival of the white man in this vicinity, some three hundred years ago. The trials of the early settlers, their bravery and perseverance, the Indian outbreaks, the growth of the little town and its industries, its former prominence among its neighbors upon the Kennebec, its progress in later years, — all these were fitly chronicled by the speaker. In conclusion he drew a parallel between the development of our city and that of the New England States, with comments upon the differing influences which produced the pioneer of the past and the citizen of to-day.

Exercises of June 25, 1903.

Not long after this service of commemoration, the City Government appropriated the sum of $200 to defray the expense of a general celebration, to be held on the afternoon and evening of Thursday, June 25, 1903. For arranging the necessary preliminaries the following committees were appointed: —

Chairman of Committees — Mayor E. L. Bussell.

Committee from City Government — C. O. Turner, E. P. Ladd, F. E. Strout, F. W. Harrington, E. L. Blake.

Committee on part of Citizens — Josiah S. Maxcy, A. W. McCausland, O. B. Clason, Henry Richards, Frank E. Boston.

To each of the absent sons and daughters of Gardiner a copy of the following invitation was sent.

1803. 1903.

CENTENNIAL ANNIVERSARY.

Gardiner, Maine, May 14, 1903.

On June 25th occurs the one hundredth anniversary of the incorporation of Gardiner as a town. A fitting observance of the day will be made by our citizens. In the afternoon, all the civic organizations, with citizens generally, will assemble on the Common, where a procession will be formed and march to Oaklands, the old historic estate of the Gardiner family.

On arriving at Oaklands, the Hon. R. H. Gardiner, its present proprietor, will receive and entertain the people. In the evening, a reunion of our people will be held in the Coliseum, where there will be appropriate exercises, consisting of orations, original poems, historical addresses, etc.

As a resident or former resident of Gardiner, bound to her by ties of friendship or bonds of affection, you are most cordially invited to be present and participate in the festivities of the occasion.

Very respectfully yours,

O. B. CLASON,
J. E. CUNNINGHAM,
G. D. LIBBY,
C. H. BEANE,
F. IRVING BUSSELL,
} Committee on Invitations.

The program proposed for the celebration was a credit to the committee in charge, who, largely through the hospitality and public spirit of Mr. R. H. Gardiner, were able to promise the people such a gala day as the city has seldom seen. The details of this program are given below.

CENTENNIAL CELEBRATION
OF THE INCORPORATION OF GARDINER,
ON THURSDAY, JUNE 25, 1903.

The Committee has received an invitation from Mr. R. H. Gardiner to visit him at Oaklands in the afternoon, and accordingly they have arranged the following program: —

AFTERNOON.

Parade will be formed at junction of Water and Brunswick Streets at 1.45 P. M. by Marshal Drake. The line of march will be down Water Street, up Vine and School, and down Dresden Avenue to Oaklands in the following order:

Police.
Cobbossee Band.
City Government.
Marshal and Aids.
Company A.
Heath Post, G. A. R.
Union Veterans Union.
Sons of Veterans.
Canton Evergreen, P. M.
Uniform Rank, K. of P.
Continental Hook and Ladder Company.
Alert Hose Company.
Eagle Hose Company.
Cobbossee Steamer Company.
Dirigo Lodge, A. O. U. W.
Danforth Lodge, N. E. O. P.
Samuel Grant Chapter, D. A. R.
Heath Relief Corps.
Degree of Honor.
Citizens in Carriages.

Remain until 4.30 P. M. School children form flag at base of Mount Tom. During the flag exercises the spectators are requested to take position near the summit of Mount Tom on the south side, where they will have an unobstructed view of the proceedings. Old-time dances on the green. March back to Common and disperse.

It is understood that the mills and places of business will make this day a half holiday, and it is hoped every one in our city will avail himself of the opportunity for an outing.

EVENING AT COLISEUM.

Concert by Togus Band, Prof. Thieme, 26 pieces, 7.30 to 8.00 o'clock.

At 8.00 o'clock.

Opening of meeting by Mayor Bussell.
Prayer by Rev. J. L. Quimby.
Address by Mayor and introduction of Chairman of the evening, Robert H. Gardiner.
Address of the Chairman of the evening.
Singing by children, "America."
Historical Oration, "Early History of Gardiner," by Josiah S. Maxcy.
Music by band.
Pictures of Gardiner's past history.
Original Poem by Henry S. Webster.
Singing by school children, Ode written for the occasion by Mrs. Henry Richards.
General Oration, Hon. H. M. Heath.
Singing by school children, "Home, Sweet Home."
Prayer and Benediction, Father Reardon.

It is hoped that on this occasion everybody possible will decorate his home and see that Gardiner looks her best.

The morning of June 25th was ushered in by a joyous blast of whistles and peal of bells; but the sound of heavily falling rain caused the citizens to alter their plans for the day. Instead of the exercises which had been arranged for the afternoon at Oaklands, it was decided that the people should meet at the Coliseum to participate in a hastily arranged program.

THE AFTERNOON EXERCISES.

The parade was formed as at first intended, and after marching through a few of the principal streets reached the Coliseum at about three o'clock. In the meantime the building had been gradually filling with people, and school children, to the number of several hundreds, were there with their teachers.

First on the program was a military drill by sixteen young ladies, led by Miss Carrie Stone as captain. The members of this company were Misses Edrie Beede, Ethel Blair, Sara Bolger, Pearl Cook, Dora Cooper, Kate Dowling, Mary Duncan, Maude Esmond, Anna Hunt, Julia Marr, Ella Percival, Flossie Percival, Hazel Potter, Grace Richardson, Carrie Stone, Lottie Tasker, and Lena Tibbetts.

This was followed by a pretty fancy dance, the "Parasol," by Misses Phœbe Beecher, Annie Doe, Josephine Haley, Barbara Maxcy, Geneva Smith, and Cassie Young, led by Miss Jennie Harvey. This dance was charming and graceful.

The last fancy dance on the program was the "Colonial," by thirteen young ladies in the attractive costume of "ye olden time." Those who took part were Misses Phœbe Beecher, Sara Bolger, Kate Clements, Helen Cooper, Josephine Haley, Edith Landers, Harriet Marr, Helen Maxcy, Barbara Maxcy, Rachel Moulton, Bettie Richards, Carrie Stone, and Cassie Young. This was a particularly pleasing dance, owing to the beauty of its figures and the grace of the participants.

The school children then sang the following "Flag Song," composed by Gertrude E. Heath and set to music by Kate Vannah: —

THE FLAG.

Fling out the flag, O children!
That all the world may see
How, cradled deep in the heart of a child,
The love of the flag may be;
The love of the flag with its crimson bars
And its field of blue with the spangled stars;
The love of the flag with its crimson bars
And its field of blue with the spangled stars.

Salute the flag, O children!
With grave and reverent hand,
For it means far more than the eye can see—
Your home and your native land;
And men have died for its crimson bars
And its field of blue with the spangled stars.

Revere the flag, my children,
Wherever its folds you see,
For cradled deep in the heart of a child
The love of the flag may be;
The love of the flag with its crimson bars
And its field of blue with the spangled stars.

Pray for the flag, my children,
That never a traitor bold
Defame a bar or a spangled star,
Or sully a silken fold;
Then pray for the flag with its crimson bars
And its field of blue with the spangled stars.

The rest of the afternoon was spent by the people in old-time dances.

Refreshments intended for the proposed reception at Oaklands were served to those present through the generosity of Mr. Gardiner, and all expressed themselves pleased with the afternoon's entertainment.

THE EVENING EXERCISES.

In the evening the Coliseum was filled to its utmost capacity; and, with its tastefully trimmed balconies, its hundreds of bright school children, and its good-natured crowd of men and women, presented a most attractive scene.

The National Home Band, stationed on the south side of the building, discoursed eloquent music while the people were gathering.

At eight o'clock the Mayor and speakers entered the hall and took seats on the temporary stage at the north side of the building. Immediately in front and facing this stage were the school children of Gardiner, Randolph, and Farmingdale, some seven hundred in number, accompanied by their teachers. Upon the stage were Mayor Bussell, ex-Mayors Johnson, Clason, Berry, Walker, and Patten, Robert H. Gardiner, Josiah S. Maxey, Henry S. Webster, Herbert M. Heath, the Rev. Langdon Quimby, the Rev. P. H. Reardon, F. E. Boston, G. D. Libby, Dr. F. E. Strout, and C. Everett Beane, who led the children in singing.

Mayor Bussell called the company to order and introduced the Rev. Langdon Quimby, pastor of the Congregationalist Church, the oldest clergyman in point of service in our city, who made an impressive prayer.

The Mayor then presented the Chairman of the evening, Robert Hallowell Gardiner, 3d, in the following words:

Fellow-Citizens, Ladies, and Gentlemen: —

You have probably noticed on your program that there is to be an address by the Mayor. I wish to correct this and apologize for the mistake, for my duty this evening consists only in introducing the Chairman, and the few words which I may say will come far short of being an address, and should not, by any means, be considered as such; but, as the gentlemen who are to follow me are better prepared and will interest you more than I possibly can, in this case a poor beginning really means a good ending. I fully appreciate that it is an honor to take even so small a part in these exercises as I do

General Henry Dearborn.

Since we have assembled here this evening to assist in celebrating the one hundredth birthday of our beautiful and beloved city, let us enter into the spirit of the occasion and make this an event never to be forgotten.

Gardiner was particularly fortunate in having for its founder Dr. Sylvester Gardiner, a man of brains, wisdom, energy, and wealth,—a man who made many valuable gifts to the town and whose heirs and successors have always been greatly interested in the affairs of our city and the welfare of its citizens.

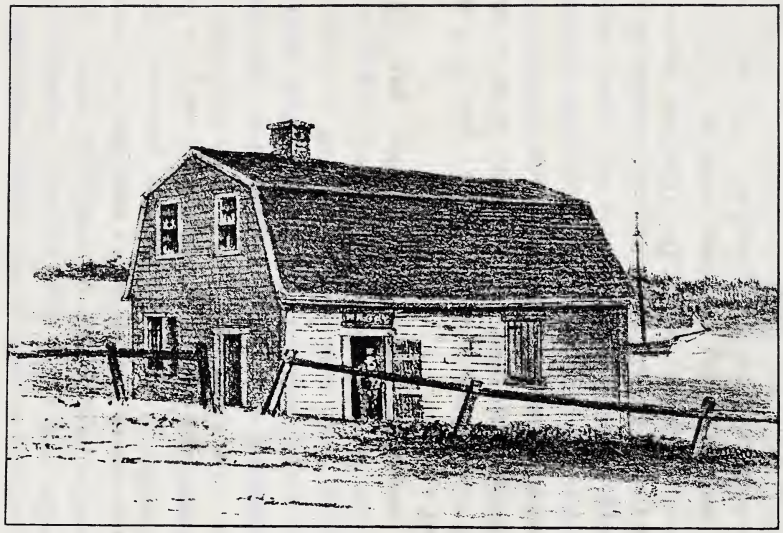
When in 1850 our town became a city, it was fitting that one of his descendants, Robert Hallowell Gardiner, should be selected as our first Mayor, which office he filled with ability and great credit to himself and honor to the city. To-night we have the pleasure of having with us a grandson of our first Mayor, Robert Hallowell Gardiner, whose historic old mansion and beautiful home at Oaklands we were to have had the pleasure of visiting this afternoon; but, owing to the inclemency of the weather, which unfortunately we could not control, we were deprived of the pleasure of that visit and of the honor of meeting Mr. and Mrs. Gardiner. I wish to thank them in behalf of our citizens for the kindly spirit they have shown and the great interest they have taken in this occasion, as well as for the generous manner in which they had provided our entertainment there and accorded us the privilege of inspecting that historic house which seems almost sacred to Gardiner citizens. To this we point with pride as one of our oldest landmarks, built, owned, and occupied by the Gardiner family, whose worthy representative lives there at the present time. Not alone because of his ability, but because of his good-fellowship and the esteem in which he is held by our citizens, I have the honor to invite him to act as Chairman of this meeting. He needs no introduction to the people of Gardiner, and it is a pleasure for me to present to you our esteemed fellow-townsman, Mr. R. H. Gardiner.

In accepting the chair Mr. Gardiner spoke as follows: —

Mr. Mayor: —It is with great pleasure and deep gratitude that I accept from your hands the honor of presiding at this meeting; and you, my friends and neighbors, who have gathered to hear the interesting addresses we are expecting, will pardon me, I am sure, if the few words with which I shall detain you are entirely personal, for I used no merely formal expression when I spoke of the pleasure and gratitude I feel at this honor. From the time when I was old enough to pass from the unstable fancies of a child to the fixed purpose of the boy who has set his face resolutely toward the goal he hopes to reach in manhood, I have always hoped that I might some day be your fellow-citizen, and have always cherished the ambition to be of some little service to you and to receive some honor at your hands. Your approval, your respect, your affection, have always seemed to me the honors chiefly to be desired, and while I am conscious how unworthy of them I am, in fact, as circumstances are, how little I could do to deserve them, even were I far wiser and better than I am, yet none the less I treasure the more eagerly every mark of your esteem; and, if I may speak frankly, I do not think that I altogether delude myself when I feel that it is some pleasure to you to see me in this chair to-night, as it is the greatest pleasure to me to be here.

It would be strange indeed if I did not feel so. Four generations of my forefathers have always had the welfare of this place closest to their hearts. To its founding, its development, to the establishment here of civilization, prosperity, education, and religion, they devoted all the talents God had given them; and I should be afraid to meet them across the great river if I, too, did not feel for this place the affection which was the prevailing purpose of their lives.

I can rejoice, too, with my grandfather, that the plans of *his* grandfather have not been realized. It often happens that the dreams of an intensely practical and efficient man, such as Dr. Sylvester Gardiner, have the essentials of true poetry;



Old Post Office.
Built 1763.

and he dreamed a noble dream which he did his utmost to carry into reality.

Here, when his keen eye saw the possibilities of industrial development, greater in his day than in ours, when the railroad, the mine, and the wheat field have fixed the industrial centres far from us, he planned to establish a great estate, where, for generation after generation, his descendants should reign supreme as lords of the manor, benevolent, indeed, but autocratic, each a law unto himself. To each such descendant he meant to give, by the ownership of every foot of ground for miles about, the power to regulate the community as he chose, while, by not possessing the power of alienation, each such descendant should be bound as closely to the soil as his tenants. Dr. Gardiner hoped that his descendants, so bound, yet possessing such power, would follow the example he had striven to set them, and that through their efforts peace and happiness, truth and justice, religion and piety, might be established here for all generations, and so perpetuate his name by a monument more enduring than any triumph of the sculptor's art.

It was, indeed, a noble dream; yet, if I may compare small things with great, the time was close at hand, when, in the course of human events, it became necessary that it should pass away, and that every man who came to establish himself here should assume that separate and equal station to which the laws of nature and of nature's God entitle him. The great Declaration, against which Dr. Gardiner strove with all his force, made his petty kingdom, noble as he hoped that kingdom would be, forever impossible. We, who are descended from their loins, may surely be pardoned, if, while we call up for a moment the splendid plans of Dr. Gardiner, we take equal pride in his grandson, who, when yet a boy, saw, as his grandfather could not see, that there was a nobler future before him, and who therefore, by his first act on reaching manhood, surrendered the petty autocracy established for him, threw open his lands to sale, and encouraged their settlement by men

who should not be tenants and dependents, but equals and friends. He saw that to be a free man in a free and independent community was a higher honor than to be lord of any manor, however vast. He saw that the new doctrine of the equality of all men was but the old one of the obligation of every man to labor and to serve; and to the welfare of his place he devoted his time, his fortune, and his strength. Nor was it without a rich reward, for who could hope a finer eulogy than that the community in which he had lived to more than fourscore years should say that from youth to age he had been their leader, benefactor, and godly example?

We, his descendants, shine by his reflected light. The affection and respect your fathers felt for him induces you to think more highly of us than we deserve. God grant that we may walk worthily in our forefathers' steps, and that, as long as the city lasts and our name endures, you and we and our descendants to the remotest generation may be ever more closely united by the bonds of mutual respect and affection.

Mr. Gardiner then congratulated the children of the schools upon the formation of their Centennial Club, organized to assist in improving the appearance of the city.

At the close of Mr. Gardiner's remarks the school children sang "America," with true spirit and enthusiasm, to the accompaniment of the Togus Band.

The Chairman then introduced Josiah Smith Maxcy, who delivered the following historical oration.

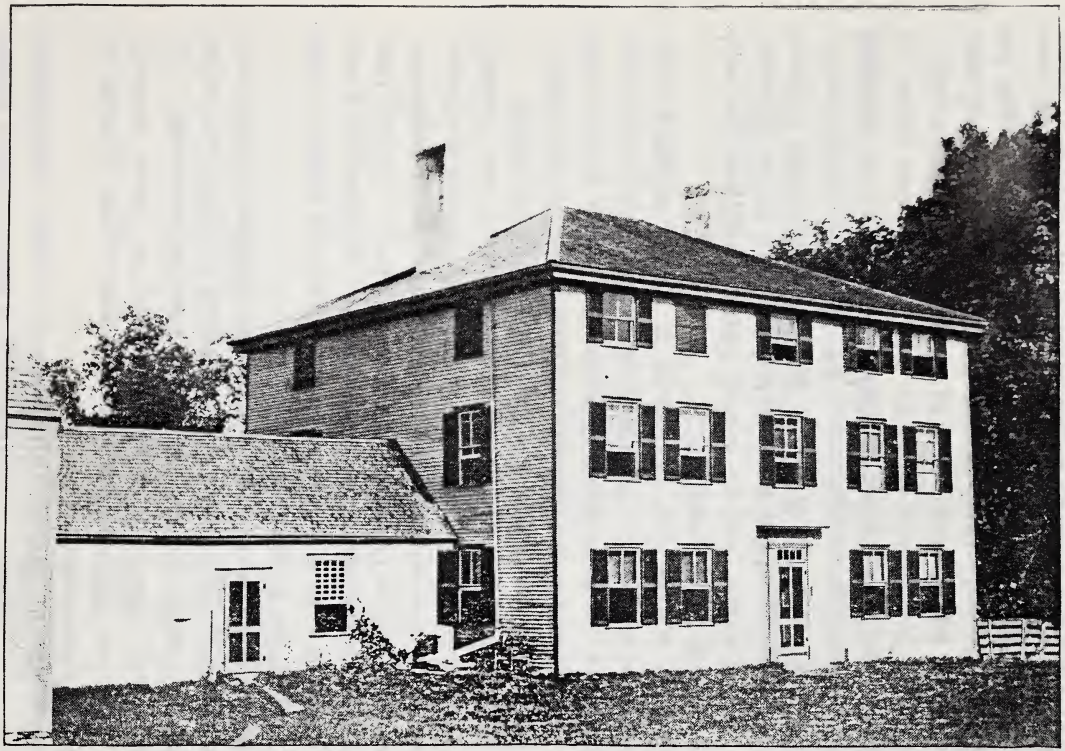
A BRIEF SKETCH OF GARDINER'S EARLY HISTORY.

Three centuries ago (1604) a bold explorer sailing along the coast of Maine discovered the mouth of our river and took possession of it in the name of his King; this was the first attempt of royalty to obtain a foothold upon the banks of the Kennebec River. On its shores, three years later, Popham planted his settlement and erected a fort which bears his name to this day. In 1625 the first trading with the Indians occurred, and four years later William Bradford and others of the Plymouth Colony were granted an immense tract in this part of the country, and, after vainly trying to settle the same and leasing it at times as low as ten pounds per year, taking their pay in moose and beaver, they sold it to four Boston merchants for £400. Further attempts were made to effect settlements, and in 1670 Alexander Brown made the first clearing within the present limits of Gardiner, built his log house upon the banks of the Kennebec nearly opposite Nahumkeag Island, and established a fishing settlement. Soon after, there was an uprising of the Indians; Brown was murdered and all the settlements above Swan Island were destroyed. For half a century the country was abandoned to the Indians; no further attempt was made to settle it until Fort Richmond was erected near the head of Swan Island, and yet so great was the dread of the Indians that in 1749 there were but two families above Merrymeeting Bay.

In that year a corporation, called "Proprietors of the Kennebec Purchase," but known as the "Plymouth Company," was formed, and among other lands it purchased a tract thirty-one miles wide, extending from Merrymeeting Bay to Norridgewock, with the Kennebec River in the centre. This company was composed of some of the richest and ablest men from the neighborhood of Boston, the largest single owner

being Dr. Sylvester Gardiner, one of the leading spirits in the settlement of this part of the country. At that time he was forty-two years of age, and was an enterprising, energetic man, with sound judgment and practical business talent. He was educated for the medical profession, established the first drug store in Boston, and from it accumulated a large fortune.

To induce settlers to locate it was necessary to protect them from the Indians, and accordingly in 1754 the Company induced Governor Shirley of Massachusetts to erect a fort at Winslow, the blockhouse of which is still standing, and the Company themselves built Fort Weston at the place which is now Augusta. In December of that year Dr. Gardiner purchased what is known as the Cobbossee Contee Tract, which includes the site of the present city of Gardiner and some of the adjoining towns. No doubt he was attracted to this spot by the stream of water, which, with a fall of one hundred and thirty feet in less than a mile, was tumbling over the rocks, plainly indicating to him its future usefulness in driving machinery; and he was also influenced by the fact that the depth of water in the Kennebec at this point showed that it was the head of navigation. He was chosen moderator of the Plymouth Company, and devoted much of his time and fortune to the development of these lands. He ran one of the first packets from Boston to the Kennebec, and was largely instrumental in the settlement of Pownalboro. A year or two later, nearly a century after Brown's attempted settlement, he brought a small company of laborers here, and founded the plantation called Gardinerstown; this was probably the first time that women and children came to this place. The settlers came up the river in boats, and, we are informed, landed in the cove north of the outlet of the Cobbossee Contee River, not far from the present foot of Spring Street. Hanson's history tells us that Jonathan Winslow, the first white child native to the settlement, was born on the 23d of March, 1761, and that his parents then lived just west of the Bartlett and Dennis grain store on Water Street. Dr. Gardiner then built what is



Old Pownalboro Court House.
Built 1761. Fac-simile of "Great House" built by Dr. Gardiner, 1763.

known as our lower dam, erected a sawmill and a gristmill, also a fulling mill, a wharf, and several stores, and soon had an annual rent roll of about $6,000. He built a mansion known as the "Great House," a reproduction of the old Court House still standing in Dresden, and located it where the Gardiner Hotel afterward stood.

His son William, who was his local agent, planned to erect a large dwelling, which was begun but never finished. This was located near the site of the Esmond homestead. He also had plans made for an extensive park to be laid out in the English fashion, and to extend from his dwelling to the river; but these plans were never carried out.

Probably the first census of this region was taken in 1764, when the enumeration in Gardinerstown, including all above Pownalboro (now Dresden) was two hundred. At that time Pownalboro, the largest place on the river, had a population of nine hundred. In 1763 the inhabitants erected a substantial bullet-proof blockhouse for protection from the Indians. It was located near where the Universalist Church stands.

The gristmill was the only one in this part of the country, and settlers for from some thirty to fifty miles around were accustomed to come to it in their dugouts, by the water ways in summer, and on their snowshoes in winter, bringing their bags of corn to be ground.

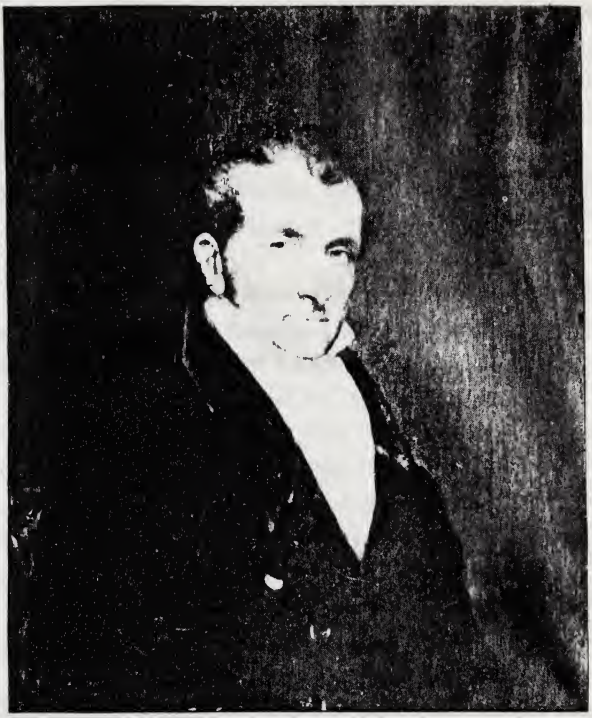
Dr. Gardiner was an ardent Churchman; here he soon erected a Church edifice which he had dedicated by the "Frontier Missionary," Rev. Jacob Bailey, and in his will he left a liberal annuity toward its maintenance. Dr. Gardiner was a royalist, and upon the breaking out of the Revolutionary War remained faithful to the mother country. His family with others of prominence left Boston upon its evacuation by the British in March, 1776, and went to England, where they remained until the close of the war. It must have been a severe struggle for him to sail away almost penniless, abandoning his vast possessions in Maine, besides a large amount of valuable real and personal property in the city of Boston; but his course was

that of many other wealthy men of the country who remained loyal to the established government rather than trust to an untried one. After peace was established he returned to this country, settled in Newport, R. I., and remained there practicing as a physician until his death in 1786, at which time the flags of that city and those upon the shipping in the harbor were displayed at half-mast, and the newspapers spoke of him as one of their leading and most honored citizens.

On February 4, 1779, the legislature of Massachusetts incorporated the town of Pittston, taking its territory from the plantation of Gardinerstown, which extended from Bowdoin to Hallowell, and until the 17th of February, 1803, when another act was passed incorporating all that part of Pittston lying on the west side of the Kennebec River as the town of Gardiner, the history of Pittston is our history.

The greater part of Dr. Gardiner's property descended to his son, William, and at his death in 1787 to his grandson, Robert Hallowell, who was also the grandson of Benjamin Hallowell, for whom our neighboring town of Hallowell was named. Robert Hallowell was born in England, February 10, 1782; came to this country in 1792; received his early education at Andover; entered Harvard College at the age of fifteen, and graduated in 1801. His health was extremely delicate and for a long time it was feared that he would not live, yet he reached the age of eighty-two years, making his home in this place until his death, which occurred in 1864. He attained his majority about the time of the incorporation of the town; he then assumed the name of Robert Hallowell Gardiner; and, as he was the principal owner of the land, the town was named in his honor.

From 1775 to 1803 the growth of our town had been slow, and for the most part unsatisfactory. During that period the title to the land had been in doubt and in dispute, and many men of influence who might otherwise have settled here made their homes in Hallowell and Augusta. Over a quarter of a century had elapsed since Dr. Gardiner's departure, and during



Robert Hallowell Gardiner.
Born 1782, Died 1864.

that time no one had properly attended to the business interests of the proprietor. Gradually the mills, dams, dwellings, and wharves went to decay, tenants abandoned the property, and intending settlers were obliged to become squatters; so, incredible as it now seems, when Robert Hallowell Gardiner came into possession of his estate there were only eleven families settled here who had titles to the lands they occupied; all the others, eighty-six in number, had improper titles or were squatters. At that time there were only one or two houses on Church Hill, which was covered with a thick growth of pine; and the valley of the Cobbossee was a dense forest, as was all of the country back from the Kennebec, with the exception of an occasional farm. No carriage road led out of our town in any direction, and within our limits there was only one; this, less than a mile in length, extended from the New Mills to the river.

We can readily see what a problem confronted the heir, then a mere youth, in poor health, born and bred in luxury, accustomed to the society of the best literary people in Boston, but with no business experience or training, with no wise friend to advise or direct him, in this new country where he had come into possession of these vast landed estates, without ready money or sufficient income to develop them. He treated the squatters equitably and generously, either buying their improvements at an appraisal or selling them the land at a very low figure. His course was in marked contrast to the treatment accorded the squatters by some of the other members of the Plymouth Company; burning of buildings and even murder followed their attempts to dislodge the settlers; and a reign of terror was inaugurated that, for a time, threatened the lives of members of the Company. Mr. Gardiner immediately repaired the dams and mills built by his grandfather, and offered liberal inducements for manufacturers to settle here. He found the "Great House," built by Dr. Gardiner for his own use, in bad condition; many of the clapboards and much of the boarding had been stripped off and used for firewood by its tenants;

he repaired it, and for many years after it was used as our town tavern. Since there were then no stores of any account in Gardiner and people were obliged to go to Hallowell for hardware, dry goods, and many other necessities of life, one of Mr. Gardiner's first acts was to build for our merchants what were, for that time, commodious stores.

It is doubtful if there is in existence at the present time a single dam, mill, wharf, factory, or store, that was here when our town was incorporated; and, with the exception of a few dwellings erected prior to that date, not a single stone or piece of timber now remains on its old location to tell the story of those days.

When Mr. Gardiner came into possession of his property the land had not been surveyed, except in large tracts by the Plymouth Company, and one of his first acts was to employ an old Revolutionary soldier, Solomon Adams, to attend to this for him. He was engaged for several years upon this survey, and his map was completed and dated December 30, 1808. So accurate and conscientious was he in his work, that we have yet to find a single case where the land ever fell short of his measurements.

Just a word as to the condition of the country when our fathers gathered in the old "Church house" on the 21st of March, 1803, for their first town meeting. We had hardly recovered from the effects of the long and devastating war for our independence. Opportunities for the education of youth were almost unknown, and with the greater part of the settlers it was a struggle for mere existence. Steam as a mode of conveyance, either on land or on sea, was unknown. Communication between different settlements was limited, and each community depended almost wholly upon its own exertions for its food, its clothing, and the other necessities of life. The pitch pine and the candle furnished artificial light, and the tinder box was in constant demand. Improvements have come so rapidly and so naturally that it is hard for the younger generation to realize the condition of those days. Each

stoves were unknown, and for heating and baking they depended upon the large old-fashioned fireplace in the kitchen, where the family would gather each evening after the day's work. Machinery was scarcely known; so that nearly all labor on the farm, in the house, or the factory, was performed by hand, and the laborers toiled day after day from early morn until late at night. The great cities of the land had not been built; the vast regions west of us were unknown; and the northern part of our own State was indicated upon the map as an unexplored wilderness. No one then could have dreamed of the useful machinery which has since appeared, and of the various appliances which electricity would supply to man to lighten his labors and improve his condition. The bright future now so well known was then wrapped in mystery.

Under the laws of the time property qualifications were necessary for voting, and no one could exercise the franchise who did not have within the Commonwealth a freehold estate of the annual income of three pounds, or other estates of the value of sixty pounds; and by this restriction, although we had a population of about six hundred and fifty, the number of our voters was limited. The record of our first meeting does not show the number, but at a meeting held a few days later thirty-six voters were present, and it was probably about this number that participated in the formation of our town one hundred years ago.

By the act of incorporation the warrant for this first town meeting was issued by Jedediah Jewett, a justice of the peace, and directed to Dudley B. Hobart, "one of the principal inhabitants," who was chosen moderator and presided at that meeting. Barzillai Gannett, Dudley B. Hobart, and William Barker were elected selectmen. At that time Mr. Gannett was probably the most useful and influential citizen of the town. He was our first postmaster, and held that office until 1809, when he was elected a member of Congress. He held several other offices of trust and importance, and was a well-known figure in our early history. Dudley B. Hobart was

also a man of considerable prominence, being a son-in-law of General Dearborn. He was Gardiner's first representative to the General Court. Major Seth Gay was chosen town clerk, a position which he held with credit for nearly half a century. The action of that meeting was similar to those of many others held in subsequent years, and is interesting to the reader of to-day. They raised $1,000 for the building and repairs of highways, $200 for schools, $200 for preaching, and $200 for debts and expenses, or $1,600 in all. They voted "that the money for preaching be laid out at the Church house," and then added "that the persons who regularly attend publick worship under the Methodists or Baptists shall be allowed to lay out their proportion of money raised for preaching in paying preachers of the aforesaid parishioners." They chose Ichabod Plaisted a committee for the Methodists; James Lord and Abraham Cleaves a committee for the Baptists. They continued by taxation to raise money for religious purposes until the year 1812; a custom which in all probability existed in few places in this country. At this meeting they chose twenty-three surveyors of lumber, showing that the lumber industry must have been our principal one. They also chose nine hog-reeves (an office that was filled by the newly married, or the extremely bashful members of the community; and these officials must have been a necessity, as one year they chose twenty-seven); six tything-men, to see that the Sabbath was properly observed and to compel attendance at church and obedience when there; and also a fish committee to look after our fishing industries, which at that time were large and important. Fence viewers and field drivers to look after stray cattle were chosen then, and continue to be chosen to this day. At an adjourned meeting held a few days later they bid off the support of their only town charge to the lowest bidder for three shillings and six pence per week (eighty-seven and one-half cents) and cautiously added, "provided Pittston, which is legally responsible for his support, does not bid lower." Evidently there were misunderstandings in regard to such

ALLEN DWELLING.
Built by Barzillai Gannett, 1806.

matters, then as now. In that year the largest resident tax, $28.56, was paid by Joseph Bradstreet. Mr. Gardiner's tax was $175; and the whole amount assessed was about $800, only about one-half the amount appropriated at their first meeting.

These old records were well kept; it is fortunate indeed that they have been preserved, and they will become of increasing interest as the years go by.

Nothing illustrates the growth and changed conditions of our country better than its improved modes of transportation. In 1775 the mail came by packet in summer, and was brought once a month by men on snowshoes in winter. In 1787 one mail a week was received at Portland, and the Government was asked to extend this service to the towns on the Kennebec, sending there twice a month; but the Government officials replied "that they could not send so far into the wilderness." In 1794 mail came once a week on horseback from Portland, by the way of Monmouth, crossing the river at Smith's Ferry and continuing to Pownalboro and Wiscasset. In 1808 it came by stage from Portland to Hallowell, and was then brought to Gardiner from Hallowell in the pocket of any one of our citizens who happened to be coming this way. Our roads were so badly constructed that it was not until 1812 that the Government officials consented to send the mail directly to Gardiner, and the stagecoach which carried it was probably the first to make an appearance here. George Washington died on December 14, 1799; and the news of his death reached Gardiner on the first day of January, 1800, eighteen days later. Swiftness of travel increased so rapidly that the news of the treaty with England in 1814 came through from Philadelphia in five days. Now we can easily breakfast in Gardiner, and take a not over-late supper in that city of Pennsylvania.

The first railroad in this country was built in 1827; and the people of the Kennebec, always progressive and interested in the developments of this section, early investigated its advantages. In 1830 Mr. Vaughan, of Hallowell, delivered a lecture on railroads, which subject he had studied in England;

and in the course of his remarks he said "that he hoped to see the time when a man would be able by this mode of conveyance to see the capitals of Maine and Massachusetts on the same day." Gardiner early took a leading part in the building of a road from Portland. In 1836, upon an application originating in this city, the Kennebec and Portland Railroad was incorporated, with authority to construct a road from Portland to Augusta. Nothing was done, however, until 1845, when a committee was appointed to receive subscriptions, and George Evans, of Gardiner, was made president of the company. At a grand rally held in Augusta for the purpose of creating enthusiasm, Mr. Evans was the principal speaker, and in the course of his remarks said that, "eight years before, an engineer had made a survey and estimated that on account of the severity of our winters a road could be operated only two hundred days in the year, but he felt sure that this estimate was too small, and he would change the number of days to two hundred and ninety." He also remarked that "some might think the estimate of one hundred and fifty passengers daily from Augusta to Portland extravagant; but he asked them to consider the throngs which crowded the decks of the steamers to Boston." He then added, "The truth is, that steamboats and railroads not only accommodate but make travel." As sufficient money to build the road could not be raised from individuals, it was necessary for the towns to loan their credit; Augusta, Hallowell, and Gardiner voted large sums which assured the completion of the project. The first train of cars arrived in our city in December, 1851, and was hailed with great rejoicing on the part of our citizens. In 1852 a railroad, to cost $272,000, was surveyed from Gardiner to Monmouth, a distance of seventeen miles, but the necessary capital to build it could not be secured.

Gardiner was always a place of diversified industries; and we can enumerate over thirty different ones that have been extensively carried on here in the past, but, on account of

The first two mills built were a lumber mill and a gristmill, and both of their industries have continued here uninterruptedly.

Mr. Gardiner was not what the world terms a successful business man; he was not an accumulator of money. He was a gentleman and a scholar, possessing fine literary and artistic tastes, and of the productions of his pen any one might be proud. Inheriting these vast landed possessions of thousands upon thousands of acres scattered through some forty-five towns in our State, had he possessed keen business instincts he might easily have been one of the rich men of the country. Soon after coming into possession of this property he erected expensive stone dams upon its heretofore unused privileges, and later spent vast sums of money in the purchase of flowage rights to enable him to store the water necessary for the operation of the mills, — sums of money greatly in excess of the amount that was received for the privileges when sold. During his residence of over sixty years in this city he was actively identified by name and by his financial aid with nearly every business enterprise that was projected in the community. In 1806 Mr. Gardiner, with others, built the first paper mill, which proved a very profitable investment; for, although paper was then made by hand, the profits for the first eleven years were three hundred and seventy-five per cent., in addition to the repayment of the original capital with interest. This, however, was soon lost by his experiments upon the introduction of machinery. One of the hand paper-makers of the olden time, who has lived in our city his fourscore years and ten, daily walks our streets; and with his pleasant word and cheery face is always a welcome companion. Mr. Godding's life is a fine example for the youth of to-day, plainly showing what industry, perseverance, and good habits will accomplish. There is another among us, the last example of the old-time merchants, who has followed his present occupation for nearly seventy years. The life of Amasa Ring links the business customs of the past with the present, and by honorable dealing has always commanded the respect of our community.

Mr. Gardiner also built a fulling mill, a furnace, forge, nail and spike factory, a pail and tub factory, and a starch mill, some of which were financial failures. Of sawmills there were many; at one time he had thirteen upon the lower dam, and year after year their repairs, taxes, and insurance greatly exceeded their income. Time and again he aided enterprises that proved disastrous, and his losses by fire, flood, and failures were enormous. He was one of the largest investors in the stock of the Kennebec and Portland Railroad, which investment proved a total loss. Twice in his lifetime his principal manufacturing industries on the lower dam were swept away by fire; yet he bore his losses with the best of grace and apparently with little concern. No one now questions that he made a mistake in not disposing of his water power instead of retaining and leasing it. The burden of supporting it and of fostering new and untried enterprises would then have been on other shoulders, and he would have reaped his profits in the increased value of his lands.

In 1835 a land speculation craze swept over this country, and as indicating the absurd values placed upon property, we find that the lower dam was then bonded to George Evans, Parker Sheldon, and a promoter from New York, by the name of Usher, for the sum of $200,000, a price that seems incredible in these days; but the bubble burst before the sale was effected.

For years shipbuilding was one of our principal industries. In 1784, while we were known as Pittston, our first schooner was built upon the banks of the Kennebec River, at a place called "Agry's Point," where the Independent ice houses were afterward erected. A small water power sawmill was built near the Agry shipyard, receiving its power from a dam on the stream that flows from Nahumkeag Pond into the river; this dam was probably abandoned a century ago, but its location is still discernible. Around this mill and dam was a settlement known as Colburntown, and for a time it was a place of considerable activity and of some importance. A

SOPER DWELLING.
Built by Jeremiah Colburn, Pioneer of Colburntown, 1763.

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few years later the shipyards were located further up the river and many of our citizens became interested in the business.

The names of Grant, Bradstreet, Stevens, Clay, Cooper, Young, and others became famous as builders, and white-winged messengers carried their flags all over the seas. Originally Gardiner was the headquarters of steamboat navigation upon our river, and remained so until within a few years. Captain Nathaniel Kimball, of this city, was one of the pioneers of this industry, and greatly contributed to its prosperity. He was followed by the Bradstreets and our well-known Captain Jason Collins, whose success as a steamboat manager has made him so justly noted.

In looking over old records we find that in 1807 Mr. Gardiner secured an act of the Massachusetts Legislature, incorporating himself and thirty-four others into a Locks and Canal Company, to build a canal to transport freight and passengers from the Kennebec River through the Cobbossee Lakes into the Androscoggin, and thence into the Rangeley Lakes regions. In order to build this it would have been necessary to divert some of the waters of the Androscoggin into the Cobbossee, against which proceeding the mill owners at Brunswick protested, and, as soon as the work began, prevented its completion by an injunction. The cost of this canal was estimated at $60,000; surely a large enterprise for those days, but if it had been built its influence upon the prosperity of this community must have been considerable.

When Mr. Gardiner came here in 1803 he occupied the house built by his father, Robert Hallowell, about 1786, and now standing in Randolph. Although it is in the centre of the town, at that time there was no other dwelling within half a mile of it. In 1810 spacious grounds on the western side of the river were artistically laid out by him, and he erected a large wooden dwelling where the stone mansion now stands. This was destroyed by fire in 1834; the stone house was built and first occupied in 1842. "Oaklands" has always been kept as a beautiful park; is famous all over New England; has ever

been the pride of our town; and fortunate indeed have we been in the free use of its driveways. Mr. Gardiner was always a liberal and generous entertainer, and nearly every one of note who journeyed in this part of the State was most hospitably received by him. In the early days, when the Judges of the Supreme Court of Massachusetts came to Maine on their annual circuit, those who were his personal friends would often pass one Sunday with him in his beautiful home on the banks of the Kennebec and the following one with the Vaughans at Hallowell. He numbered among his friends Webster, Chancellor Kent, Prescott the historian, Judge Story, Choate, Otis, Longfellow, Hawthorne, Dr. Kirkland, then President of Harvard, many professors of the University, and numerous other literary men of the day; these were entertained by him either at his winter residence in Boston or in his home upon the banks of our river.

In 1847 President Polk, together with the future President Buchanan, and other noted men of those times, visited him, and upon that occasion Mr. Evans made one of his happiest and most telling addresses. President Polk said that "nothing on his journey had so pleased and affected him as Mr. Evans' remarks."

Illustrious visitors appeared here in 1794, when Louis Philippe, afterward King of France, and Talleyrand, the wily old statesman, both of whom were in exile, visited General Dearborn and remained with him for several days.

In 1775 General Washington issued an order to Major Reuben Colburn, of Gardinerstown, to build two hundred bateaux for the transportation of Arnold's troops from this point on the Kennebec River along the various water ways to Quebec. Upon the arrival of the fleet which brought the soldiers from Newburyport, it was ascertained that these boats were not sufficient in number to carry the men and their supplies, and the expedition was delayed a week, while twenty additional boats were hurriedly constructed. We are informed that during this delay General Arnold made his headquarters

OAKLANDS.

at the house built by Major Colburn in 1765. This house, in a good state of preservation, is still standing on the east bank of the river, and has always been in the possession of the Colburn family.

We are informed that the first instructor of children in this region was one of our earliest settlers, Master William Everson. He had previously taught in Boston; but there his methods did not keep pace with the times, and he emigrated to Gardinerstown, where the inhabitants were less critical. Here he taught from house to house wherever he could find employment.

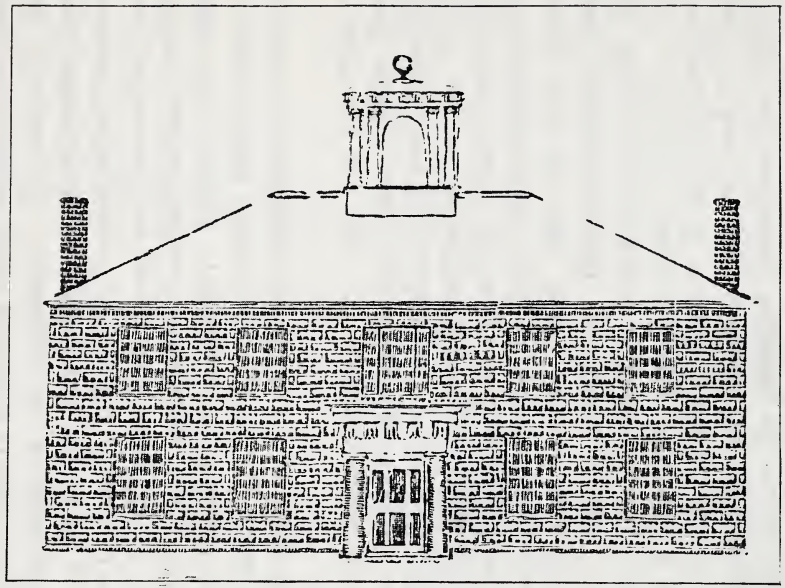
In those days the education of children was considered of little importance, and preaching and teaching were strangely mixed. In 1783 it was voted "not to pay for any schooling"; but in 1785 the selectmen were "appointed as a Commity to hire a Schoolmaster and Fix the Wards; who is to teach School; and Reed a Sermon over every Sunday." In the year 1787 it was voted "that Thirty Pounds be raised for Schooling, to be paid in Lumber or anything that the Schoolmaster will Receive." And in 1791 it was voted "to Raise Eighty Pounds for Schooling, to hire a person to keep school and preach nine months."

The first schoolhouse in Gardiner was a rude wooden building of one room, without lath, plaster, or paint — rough inside and out. This was situated on Water Street, near where the brick gristmill now stands. Previous to the erection of this building a school had been kept by a man named Hoogs in the southeast lower room of Doctor Gardiner's "Great House." In 1803, when Gardiner was incorporated, the only public school building within the present city limits stood at the corner of School and Dresden Streets, upon the lot now occupied by Augustus Bailey.

Sometime in the early part of the century a private school building was built by subscription, located upon the lot on Dresden Avenue where the Cox dwelling now stands. Our townsman, Mr. William W. Bradstreet, attended this school,

and distinctly remembers its appearance. Among other students was Delia Tudor Stuart, a relative of the Gardiners; she was afterward the mother of Charles Stuart Parnell, the famous Irish statesman.

Probably one of the first technical schools in this country, if not the first, was the "Gardiner Lyceum," which was established by Mr. Gardiner and others in 1822. Before this school was opened letters were sent to prominent statesmen and literary men all over the country, asking for their advice and suggestions; many encouraging replies were received, among others letters from ex-Presidents Adams and Jefferson, with both of whom Mr. Gardiner was personally acquainted. The purpose of this school was defined in a memorial addressed to the legislature, asking for a charter for "a school for teaching mathematics, mechanics, navigation, and those branches of natural philosophy and chemistry which are calculated to make scientific farmers and skillful mechanics." The first board of trustees were Robert H. Gardiner, Peter Grant, Sanford Kingsbury, Frederick Allen, John Stone, and Edward Swan. Mr. Allen almost immediately resigned, and Mr. Evans, who was deeply interested in the project, was elected in his place. The old stone building which the Lyceum occupied was erected in 1822; also a large boarding house for the use of the students. Dr. Benjamin Hale was elected principal and an able corps of instructors was selected; among others Dr. Ezekiel Holmes, who later became Dr. Hale's successor. A workshop operated by water power was fitted with machinery for the use of the students, and a lot of land was utilized by them in agricultural experiments. In addition to a cash contribution Mr. Gardiner liberally aided the enterprise by large grants of land. He obtained an annuity from the State of $1,000 for a period of six years. The Governor of the State, the President of the Senate, the Speaker of the House, and other prominent men made up its board of visitors, and for several years it was a flourishing institution. When the State withdrew its aid Mr. Gardiner became responsible for its support and



GARDINER LYCEUM. FROM AN OLD PRINT.

annually advanced the necessary sums for its maintenance, but upon his refusal to continue this, it was obliged to close its doors. The building was then used for our town High School, and was destroyed by fire in the fall of 1869. It was an institution that should have been perpetuated, and was capable of accomplishing a vast amount of good in the State.

We will speak briefly of several important events which happened from time to time, and which affected the business and social interests of our community. In the early history of the town the people were obliged to attend to their banking interests in Hallowell; but in 1814 they organized the Gardiner Bank, and its directors were among our substantial business men. In 1834 they organized the Gardiner Savings Institution. These two banks have remained in existence ever since as state and national institutions, and have always been among the most honored and well-known organizations of their kind in Maine.

In 1818 Moses Springer, Jr., who was somewhat of an astronomer, began compiling the now famous "Maine Farmer's Almanac," making his own calculations and weather predictions. As there was no printing office in Gardiner he was obliged to have this work published in Hallowell, which town for years was the literary and publishing centre of the Kennebec Valley. It was not until October, 1824, that our first newspaper appeared. This was called the "Eastern Chronicle," and was ably edited by Parker Sheldon. In 1828 Dr. Ezekiel Holmes published a scientific magazine, called "The New England Farmers' and Mechanics' Journal." It had able articles relating to agriculture and scientific subjects, and it illustrated clearly and plainly the principal inventions that appeared in the year of its publication. Its comments on the new steam carriage which they expected would attain a speed of ten to eleven miles an hour, on the proper length of rockers for chairs, on the different styles of road carriages, and on similar subjects, are amusing to the reader of to-day. During the infancy of the temperance movement the ablest and probably

the most radical of its organs came from an office in Gardiner; and one of its fearless editors, Mr. Hiram K. Morrell, still lives in our city.

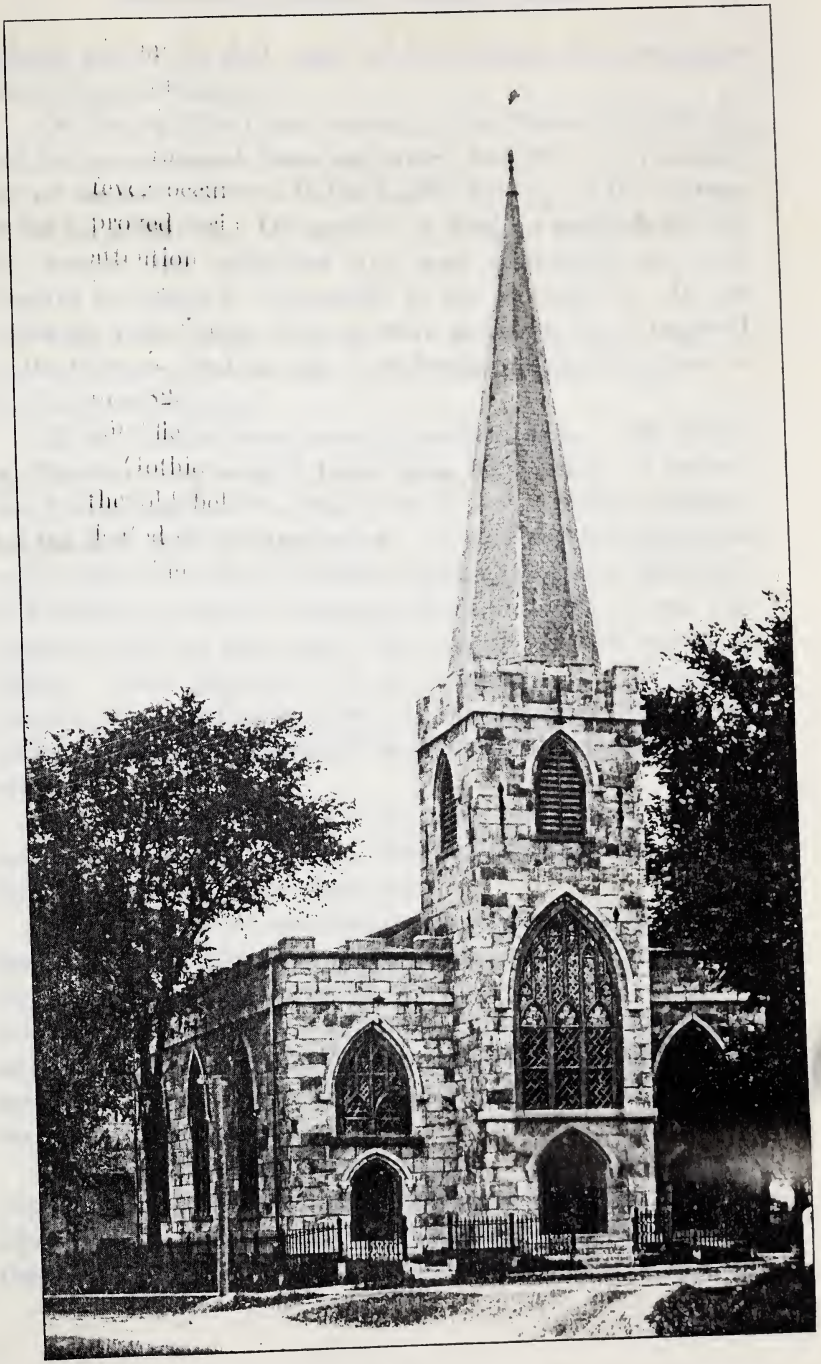
In the early years of the century an epidemic of spotted fever occurred, which was general in this place in 1818 and proved serious. It was so prominent and attracted so much attention that Dr. Enoch Hale, Jr., an uncle of Edward Everett Hale, published a large volume graphically describing it and giving a minute history of twenty-three of his cases.

The beautiful old Episcopal Church of this city was built in 1820, of stone brought in boats down the stream from Litchfield, and at that time was called one of the best examples of Gothic architecture in the country. In its tower still swings the old bell whose echoes for upward of eighty years have floated over our little valley, daily calling our people to their morning toil and evening rest. When this church was built there was only one other Episcopal Church conducting services in Maine, the one in Portland.

Our first library was started in 1841 by the Mechanics' Association, which was composed of some of the ablest mechanics and young business men of the city. They had a fine debating society; year after year they carried on an able course of lectures, and were an important factor in the character-building of our youth. Their library was followed in the fifties by the Gardiner, Pittston, and Farmingdale Library; later, in 1881, they were both merged in the Gardiner Library Association, whose history is familiar to us all.

In 1797 Augusta built the first bridge that ever spanned the Kennebec; and it was nearly sixty years later before Gardiner, to the great advantage of our business interests, followed her example.

Illuminating gas appeared in the beginning of the century, but it was not until 1854 that works were erected in our city. Though with regard to improvements we were in advance of most of the cities of our size in the State, yet our people were so conservative that for a long time our streets were not



Episcopal Church.

lighted, and in the first years of its existence the enterprise was a financial failure.

On Gray's Wharf was stored by the Tudors in 1821 the first ice ever shipped from our river; and this was probably one of the first instances in the world's history of the storage of ice for shipment. On account of freshets which destroyed the houses, the enterprise was soon abandoned, but was renewed by James L. Cheeseman in the late sixties. In the following years large fortunes were made by those engaged in the business, and our city soon became the headquarters of this immense industry.

In 1820 Maine became an independent State. The people of Gardiner voted several times upon the question of separation from Massachusetts, sometimes for and sometimes against; but the final vote was unanimous. At that time the population and wealth of Gardiner were below those of Augusta, Hallowell, or Vassalboro; yet the average individual wealth of our citizens was sixty per cent. above the average of each person in Maine. West Gardiner left us to become an independent town in 1850; and again a part of our territory was carved off in 1852, when Farmingdale desired and obtained a separate existence.

We dropped our democratic town government in 1850 and assumed the dignity of a city, whose fiftieth birthday we fittingly celebrated three years ago.

We wish that we had time to say a few words concerning the temperance movement which swept over the country some sixty years since, and in which our citizens took a prominent part; of the anti-slavery agitation carried on in the fifties; and of the trying days during the Rebellion, for Gardiner did her part in the war, and her men and boys have always responded when called.

Our later history is well known. One after another improvements have crept in, wonderful in their day, but soon accepted as a part of ourselves, until we possess nearly all of the comforts and luxuries of modern civilization. Our busi-

ness street has been paved, our roads have been improved, and our park beautified. An electric light plant has been established and a water system introduced. We have bought and removed the toll from our bridge; have built a railroad to Togus; and by subscriptions have established industries that greatly aid and benefit us. Our paper industry, which is nearly a century old, is in the hands of strong and able men, whose buildings and machinery are of the best. The storage of our water system has been greatly enlarged and now furnishes us with an abundant and almost unfailing supply.

Our churches and school buildings are in good condition, while the recent erection of fine business blocks gives our city a substantial and permanent appearance. There is very little poverty among us. Year after year our dwellings have been improved, and our many neat, attractive homes now speak of the happiness and contentment of our citizens. Our people have ever been brave when confronted with trouble. Three times, in 1844, 1860, and 1882, disastrous fires have swept away our leading manufacturing industries; but each time they have been restored in new and better buildings. In years past the waters have carried away our logs and lumber, swept over our wharves, risen into our stores, and demolished our bridges; but each time we have risen to the emergency and quickly repaired our damage. In the creation of new industries we have worked shoulder to shoulder; and while Gardiner in the past has been known as an enterprising, wide-awake business centre, it depends upon ourselves to maintain that reputation if we would be successful.

Pages might be written of the brave men and women who had homes here in days gone by, and labored for the success of this community. Before and during the Revolutionary period our ablest citizen was Joseph North, who lived in our old "Gay Post Office Building," so-called, the old building which was removed a few years ago and which was built about 1762. He was our representative to the Provincial Congress in 1774, was afterward an officer in the Revolutionary War, and was

then appointed one of our judges. It was a great loss to this community when he moved to Augusta.

What a commotion must have been excited in our little hamlet when, at the close of a September day in 1775, Arnold's fleet sailed up our river and dropped its anchor near our shores! Accompanying that disastrous expedition was a young and brave captain, who through that toilsome march to Quebec was one of its sustaining spirits. After serving with distinction through the Revolutionary War, his thoughts reverted to the bright picture of our shores, and he returned to build a home in our midst. He was an able, vigorous man, who became the leader of our community and did much to quell the lawlessness of those days. An intimate friend of Washington, of Jefferson, of Madison, and of Monroe, each of these Presidents gave him positions of trust and of importance. Washington made him Marshal of the District of Maine; Jefferson in 1801 made him his Secretary of War; Madison in 1812 appointed him Commander in Chief of the United States Army; and Monroe sent him as Minister to Portugal. He was our first representative to Congress, and he was a man who commanded the admiration and respect of all who knew him. Fortunate indeed was it for this little community that he settled in our midst, for General Henry Dearborn was one of the strongest men of his times, and he has an honored place in our country's history.

For eighty-seven years there lived in this neighborhood one of the brave Revolutionary soldiers, Nathaniel Berry, who was distinguished for having been one of Washington's Life Guards. At his death, which occurred in 1850, he was accorded a military funeral, and upon that occasion George Evans delivered an eloquent eulogy to an immense concourse of people who assembled to honor the soldier's memory.

In my early business career it was my great privilege to meet daily one of nature's noblemen, Robert Hallowell Gardiner, 2d, or, as he was more familiarly known, Mr. Hallowell Gardiner. He was born in this city in 1809; and, with the

exception of a few years passed in the South, lived here the greater part of his life. Quiet, gentle, and unassuming, but generous and sympathetic in the extreme, he was always willing and anxious to do all in his power to alleviate the distress of the unfortunate; and we believe that he never refused his aid in a worthy cause. He dearly loved his ancestral home, with its beautiful hills, its winding valleys, and its magnificent trees, and could not bear to part with any of it. When asked to sell to the railroad the gravel bank known as "Mount Harry," he answered, quietly and sadly, "No, I cannot sell Harry; he has been with Tom and Dick all of his life. They would miss him; they would be lonesome without him." To his poetic and imaginative nature these hills were as things of life. The world was better for his cheerful presence and noble nature, and we cannot believe that he left behind a single enemy.

Then there was Dr. James Parker, our only physician in 1803, a successful practitioner and influential citizen. He was greatly interested in politics and was our representative in Congress in 1813; also Frederic Allen, for years one of our leading lawyers; and besides those already mentioned there were the Gays, Grants, Byrams, Shaws, Swans, Bradstreets, Jewetts, Sheldons, and many others who were prominent in those early days.

In 1847 the Episcopal Society of Maine unanimously elected as their first Bishop the Rev. George Burgess, of Hartford. He was consecrated upon his thirty-eighth birthday, and immediately came to this city, where, in addition to his duties as Bishop, he was made Rector of Christ Church, which position he held until his death, in 1866. He was deeply interested in all that concerned the political, the moral, and the spiritual life of our city. For several years he served upon our board of education, and by his suggestions and his personal influence did much to increase the efficiency of our schools. During the dark days of the Rebellion, when men trembled for the safety of the Union, he had implicit faith in the Government; with his voice and by his pen he aided and

THE RT. REV. GEORGE BURGESS.
First Bishop of Maine.

encouraged those who were battling with treason. In his daily life in our city, or when attending his duties in his church, he was ever kind, considerate, and thoughtful, making no distinction between the rich and the poor, the learned and the ignorant, the godly and the erring. He was beloved by all who knew him; his life and his example were an inspiration, not only to his parish, but to our entire community. Upon the wall of the old stone church which he loved so well, and wherein so many of his useful hours were spent, is engraved an epitaph which in a few words fittingly describes this noble man.

"Learned, judicious, saintly;
Living for Christ and the Church;
Loving all, beloved by all;
Faithful in every trust, even unto death."

George Evans was born in our neighboring town of Hallowell in 1797. He graduated from Bowdoin College at the age of eighteen, and then came to this city, where he studied law with Frederic Allen. Upon attaining his majority he was admitted to the bar, and during his residence of over forty years in our city he was among the ablest lawyers in this State. At the age of thirty-two he was elected a member of the National House of Representatives, where for twelve years he served with great distinction, and was then chosen United States Senator. Upon the financial questions of the country he became one of its first authorities; and in statesmanship he was considered a peer of Clay, of Calhoun, and even of Webster, who was his intimate friend. Probably no man of greater ability has ever represented Maine in the halls of Congress, and through him our State, as well as our city, gained a reputation both national and lasting.

Many words of praise could be said of Judge Danforth, the conscientious jurist, who passed the greater part of his life in our city; of Noah Woods, who aided so many young men and women in their efforts to obtain an education, and of many others, who, at home among us in this beautiful Kennebec Valley, never became famous, but whose lives are as sacred and as well worth the telling as those which we read in history.

It is a long journey from the first trip over our water ways in canoe or sailing vessel, from the spotted trail threading the wilderness, from the sound of the ax that nearly two hundred and fifty years ago broke the forest stillness, down through the ages to a city teeming with life and activity; a toilsome journey, filled with anxieties, burdened with cares, and saddened by losses; a journey during which nothing but the hope of a bright future could have sustained its travelers. The younger generation, surrounded with all the comforts and luxuries of home, with all the privileges and advantages of schools and churches, with a government that guards and protects them, can never realize the trials and dangers of the past, or how much we of to-day owe to our ancestors' indomitable patience, patriotism, and courage. The brightness of the future lies beyond; no human eye can penetrate it, no pen can write or tongue describe it, neither can the wildest dream or flight of imagination foretell its mysteries; all is veiled, and we must trust the same overruling Providence that directed in the past, to guide us safely through storm and sunshine to our haven of rest.

After a selection from the band the following pictures, illustrating men and scenes of bygone days, were displayed upon a screen in the rear of the hall.

Doctor Sylvester Gardiner.
Old Post Office.
Saint Ann's Church.
Gardiner Lyceum.
General Henry Dearborn.
Robert Hallowell Gardiner.
George Evans.
Bishop Burgess.
Robert Hallowell Gardiner, 2d.
Judge Danforth.

The Honorable George Evans.

Thanksgiving Dinner, G. A. R. Hall.
John Godding.
Amasa Ring.

Then followed a poem by Henry S. Webster, entitled

THE COMING OF THE SQUIRE.

Little Gardiner lay snug by the Cobbossee shore,
Not the Gardiner we know, but the Gardiner of yore,
An infant just dropped from the motherly lap
Of Pittston, then taking her afternoon nap,
A custom she had in the year Eighteen-three,
And which she still has if the truth is told me.
If I were an artist with paint or with pen,
I would show you a picture of what we were then;
You should see a plain hamlet with mill, inn, and store,
Perhaps two of the last — I am sure there weren't four —
About threescore of houses, built mostly of logs,
Half of them had chimneys, the other half — dogs;
Streets which led up to pathways for man or for cow —
But led not, like ours, to an annual row;
Some tillage where crops were exceeded by stumps,
For waterworks nothing but wells without pumps —
A plan which involved, as my judgment imparts,
More burning of houses, less burning of hearts;
A little low church built of wood, not of stone —
It was low because High Church was then quite unknown —
Where they held their town meetings and sometimes had prayers;
And walled pastures like Wall Street, where bulls fought with bears.
The people — but them I'll not try to describe,
My pen is too skittish, it might jeer or gibe,

And here I see many, both women and men,
Whose kindred quite likely were living here then;
And I fear, should my Muse be too free or too "fly,"
That the blood in their veins might mean blood in their eye.
So I thought I'd select a convenient occasion,
Adapted somewhat to the style of narration,
And bring on the stage just a few of the folks
Who then will be free from all scurrilous jokes;
For they'll speak for themselves, and if you are offended,
You may settle the score, not with me, but with men dead.
Eighteen hundred and three was the year, as I've heard,
When the scene I'm about to exhibit occurred.
Should you wish — and some people are taken that way —
To know with exactness the month and the day
To which this discursive description relates,
Ask Clason — you know that he's partial to dates;
In fact, one might say in a jocular mood
That dates, new or old, are his favorite food.
So I dare to assert, since he always is "in it,"
That he'll tell you the time to the hour and the minute
When a rumor first came, brought by post or by packet,
Which raised in the village the deuce of a racket;
For it said that the Squire, who had just come of age
(*Vide* Hanson, Hist. Gardiner, one-ninety-fifth page),
Was coming from Boston to make them a visit,
And there was not a soul who was willing to miss it.
So imagine the folk, every woman and man,
Assembled in front of the Church of Saint Ann,
Awaiting the Squire, who was known to be near
And who shortly afterward really — But here
I beg leave to retire and let one of the throng,
As I promised before, take the subject along.
Perhaps at this juncture you'll some of you claim
That my speaker should have introduction by name,
Or at least that a hint be judiciously dropped
Whereby may conjecture be guided or stopped;

And so, to escape your displeasure and frown,
I will hold up a rule which I thought to lay down,
And tell you in confidence — then I am done —
That the man whom I quote was the son — of a gun.

* * * *

"Toot your fifes and beat your drums!
Roar like blazes when he comes!
Lordy! What a crowd we've found!
More'n a hundred I'll be bound!
Dame and daughter, son and sire,
All turn out to see the Squire.

"Neighbor Gannett! Well, I swan!
Ain't he proud he's First S'lec'man?
How he struts and stares about him,
'S if they couldn't do without him!
Mister, by the great horn spoon!
Guess we'll have to hoop you soon.

"There's the Colburns from Nahumkeag,
There's Jim Price behind the rum keg;
Gen'ral Dearborn, Cap'n Berry,
Old Sol Stiles who runs the ferry,
Jewett, Barker, Gay, and Brickett —
More than you can shake a stick at.

"There's that Frenchman, little Jean,
Stirs my British blood like sin!
Well, I won't get riled to-day,
Come on, Jean, but don't get gay!
Blamed if there ain't Squanto, too!
Say, Big Injun, how be you?

"Gosh! There's Ellis and McGraw,
Settlers here by Squatters' Law.
Shouldn't wonder if they found,
When the Squire comes nosing round,
Paying debts and keeping quiet
Makes a pretty healthy diet.

"There's the Browns from Purgatory,
Gran'pa, gran'ma, too, by gorry!
Jerry in his coon-skin cap,
Bess, two babies in her lap,
Bill, Jim, John, Sam, Dan'l, Lew,
Ann, Sue, Sarah, Ruth, and Prue.

"Well, if there ain't Deacon Cook,
All the way from Bombahook;
And there's Granny Grimes, the witch,
Little use we've got for sich;
Hope she'll cast no evil eye
On the Squire as he rides by.

"Girls with ribbons, beaus, and graces,
Lads with smiles upon their faces,
Barking dogs and shouting boys,
Lots of fun and lots of noise,
Ain't it bully? Ain't it gay?
There he comes! Hooray! Hoor-a-ay!"

* * * *

Thus the youthful Squire has come
'Mid the sound of fife and drum,
And the greetings, warm though rude,
Of the rustic multitude.
As a monarch to his throne
Came the young Squire to his own;

Came to dwell from youth to age
In his goodly heritage;
Came to wrestle with and doom
The black forest's savage gloom;
Came to see the wilderness
Shrink apace to less and less,

And the tumbling Cobbossee
Change its antics, bold and free,
For the sober, steady strain
Now imposed by curb and chain,
Sprite to labor reconciled,
Nature's tamed and patient child.

Matters not what visions vain
Floated through his youthful brain,
Of a mild, submissive folk
Bowed to his paternal yoke,
Like retainers round the board
Of some old-time, foreign lord.

Came such dreams to him that day,
They were doomed to fade away,
For no vassal blood remains
In the hearts and in the veins
Of the men who hold their sod
Sacrosanct to Freedom's God.

Yet we treasure up his fame,
Linked to ours by deed and name,
For the impulse which he sent
Through each living filament
Of our little civic State,
Time will lengthen, not abate.

Love and praise to him belong,
Though amid that cheering throng
Hearts there were which beat as true,
Hands there were as strong to do,
Brains there were as quick to seize
Life's unraveled mysteries.

Not alone the rich and great
Frame, erect, support a State;
To complete the grand design
Strength with beauty must combine,
Granite base be built as well
As high tower and pinnacle.

Honor, then, and fair renown
To the fathers of our town,
Whether stone and tablet tell
Of the deeds they did so well,
Or the grass neglected waves
O'er their unremembered graves.

Theirs the hands which sowed the seed,
We the reapers. Yet we need
Oft to ponder this anew,
Reapers, we are sowers, too.
Bright or dark be Gardiner's fame,
Ours the glory or the shame.

Let us, then, with common aim
Guard the prestige of her name,
That the struggles, toils, and tears
Of a hundred garnered years
May to future lives express
Glory, grace, and fruitfulness.

The following ode, written for the occasion by Laura E. Richards, was then sung by the school children to the air "Gaudeamus."

ODE.

Where the North in gold and blue
  Bends its high, triumphal dome,
Sons of freedom, stanch and true,
  Here our fathers made their home.
Cleared the forest, climbed the hill,
Tamed the stream to meet their will,
Toiled and wrought with patient tool,
Reared the church and built the school.

Field and river lent their aid
  To the stern and hardy band;
Glad the pine-tree spread his shade,
  Gladly bloomed the lovely land.
Sang the birds their welcome sweet,
Sprang the flowers beneath their feet,
And the north wind, blowing free,
Greeted men as bold as he.

Prowling beast nor savage foe
  Could their faithful hearts dismay;
Scorching sun nor blinding snow
  Turned them from their steadfast way.
Restless brain and tireless hand,
So our pleasant town was planned;
Building fair for men to see,
So they wrought for you and me.

O'er us still the northern sky
  Bends its dome of airy gold;
Honor we their purpose high,
  Honor them, the men of old!

God, beneath whose awful eye
Centuries like moments fly,
All our times be in Thy hand!
Bless our home and bless our land!

Hanson tells us that about 1790 Mr. Robert Hallowell brought to Pittston the first wheel carriage that ever came to this vicinity, a venerable chaise already outlawed by fashion in Boston. It was one of the first chaises built, and was called by the owner the "Parish Chaise," for the appropriate reason that the whole parish borrowed it. The following poem, written by Gertrude E. Heath, aptly describes it.

THE PARISH CHAISE.

In days of old, the tale is told,
Good Master Hallowell's English gold,
With good intention,
A rare invention
Bought of the owner, who marked it "sold."
(A bit for the buyer as well, I hold.)

Wheels it had, and a lumbering seat,
Hood overhead, and a floor for feet;
As an antique wonder it couldn't be beat.
The people flew to the doors to spy
What Thing of Satan was tearing by;
The children hid in their mother's gown
When this strange apparition appeared in town;
Each dog went fleeing with folded tail,
Till the very milk in the pans turned pale;
But on it rolled, till it seemed a speck,
And the gallant driver was still on deck.

Built by Robert Hallowell, about 1786.

But, little by little, the people found
No way like this to cover the ground;
And the Parson came, with his hat in his hands,
Slick and shining from boots to bands,
Begging to borrow
The chaise to-morrow,
To see his parish and soothe their sorrow.
And Robert of Hallowell bowed his head,
"Take it and welcome, sir!" he said.

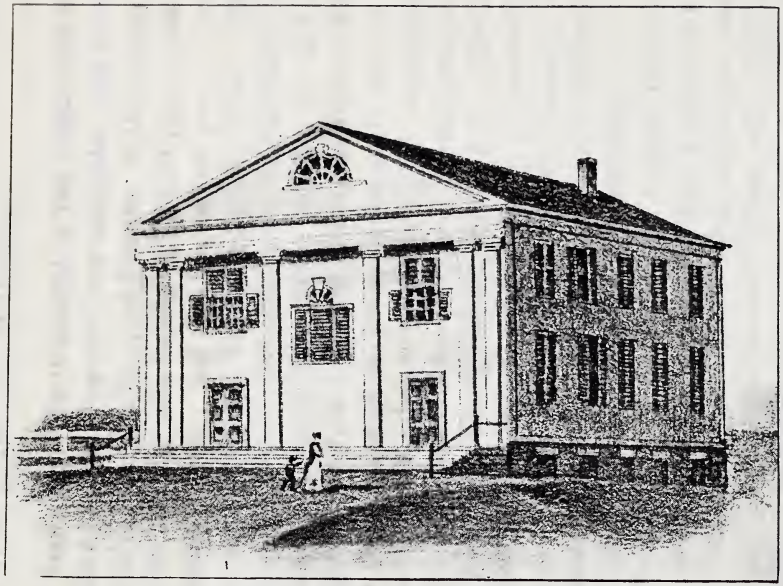
And the carpenter came, with his hammer and rule,
And the pedagogue grim, on his way to the school,
And Robert of Hallowell every day
Spake like the Quaker, and answered, "Yea!"
And the blacksmith came, and he begged a ride
To Mooselookmeguntic to bring him a bride.
And the lawyer big,
With his powdered wig,
Butcher and baker borrowed the rig.

The farmer's dame she drove into town
To buy her daughter a linsey gown;
No soul in the parish, far and wide,
But came to His Honor and begged a ride.
And Robert of Hallowell said, said he,
"'Tis plain this invention is not for me;
For when I would roam
It is never at home,
But abroad in the parish its tracks I see."

'Tis a hundred years, or 'tis thereabout,
Since this public conveyance at last gave out;
But there's lasting praise
For the olden days,
And a rollicking cheer for the Parish Chaise.

The last speaker of the evening was the Hon. Herbert M. Heath, of Augusta, a native of Gardiner. Although he spoke briefly, his remarks were greatly enjoyed by those who heard them. Mr. Heath compared the school privileges of forty years ago with those of the present, and emphasized their improvements. He called these centennials blessed educators for old and young, and said that "it was a grand thing to stop in the busy whirl of life and look back a hundred years." He showed that America is to-day, in civilization, integrity, and real Christianity, stronger and better than ever before in her history. He said that a century ago there was greater intellectual disparity between our citizens than now. He closed with an eloquent allusion to the fact that man is continually enlarging his sphere of action and improving his mental status.

"Home, Sweet Home," was then sung by the audience; an appropriate prayer and benediction was given by the Rev. P. H. Reardon, of St. Joseph's Church, and our Centennial Celebration became but a page of Gardiner's history; a page, however, to which we may turn again with the zest of pleasant memories.



METHODIST CHURCH.
As erected in 1828.

ACT OF INCORPORATION.

"Commonwealth of Massachusetts. In the year of our Lord One Thousand, Eight Hundred and Three.

"AN ACT to divide the Town of Pittston, in the County of Kennebec, and to incorporate the west part thereof into a Town by the name of Gardiner.

"SECTION 1. Be it enacted by the Senate and House of Representatives in General Court assembled, and the authority of the same, that the Town of Pittston, in the County of Kennebec, be, and the same hereby is, divided into separate Towns by Kennebec River; and that the western part of said Town, as described within the following bounds, to wit: Beginning on Kennebec River, aforesaid, at the northeasterly corner of the Town of Bowdoinham, thence running up said River, in the middle thereof, to the south line of the Town of Hallowell, thence west northwest, on the aforesaid south line, to Cobbossee-contee stream, thence southerly by the easterly margin of said stream to the northwest corner of Bowdoinham, aforesaid, which is on the southerly side of and near the outlet of First, or Pleasant Pond, thence east southeast on the north line of said Bowdoinham to the first-mentioned bounds, with the inhabitants therein, be, and the same hereby are, incorporated into a distinct Town, by the name of Gardiner.

"SECTION 2. And be it further enacted, that in all State Taxes which shall be required of said Towns, until a new general valuation shall be taken, the sum of one dollar and fifty-three cents, on one thousand dollars, with which the town of Pittston is now charged, shall be divided equally between said Towns of Pittston and Gardiner.

"SECTION 3. And be it further enacted, that the inhabitants of said Town of Gardiner, and the non-resident proprietors of real or other estate therein, shall pay all arrears of taxes, which have been legally assessed upon them, by the Town of Pittston prior to the passing of this Act; and in like

manner shall they pay an equal proportion of all debts now due and owing from the said Town of Pittston, and shall also be entitled to receive an equal dividend of all debts or moneys, now due to said Pittston, from collectors or other persons.

"SECTION 4. And be it further enacted, that the Town Magazine of Military Stores shall be estimated and equally divided between said Towns of Pittston and Gardiner; and in case there are any balances of money which have been raised by the Town of Pittston, and apportioned to the School districts, for the education of children, now due to either of said districts in the Town of Gardiner; the same shall be paid over by the Treasurer of said Pittston to the Treasurer of said Gardiner.

"SECTION 5. And be it further enacted, that the inhabitants of said Towns of Pittston and Gardiner shall be chargeable in equal proportions with the expense of supporting the poor, who at the time of passing this Act are the proper charge of the Town of Pittston; and if any person or persons heretofore belonging to the town of Pittston aforesaid, and having removed thence, shall be returned thither again, and become a public charge, the same shall be paid equally by the said Towns of Pittston and Gardiner.

"Whereas there is a Religious Society, incorporated by the name of the Episcopalian Society, in Pittston, consisting of members from various parts of said Town, and the house of public worship being on the west side of Kennebec River, and whereas, doubts and disputes may arise in regard to the operation of this Act on said society, Therefore,

"SECTION 6. Be it further enacted, that this Act shall not extend, nor be construed to extend, to the infringement or annulling in any manner or degree whatsoever an act entitled 'An Act to incorporate a number of the inhabitants of the Town of Pittston, in the County of Lincoln, into a parish by the name of the Episcopalian Society in Pittston.'

"SECTION 7. And be it further enacted that Jedediah Jewett, Esq., be, and hereby is, empowered and required to

CONGREGATIONALIST CHURCH.
As erected in 1836.

issue his warrant, directed to some principal inhabitant of said Town of Gardiner, requiring him to notify and warn the inhabitants of said town qualified to vote in town affairs, to assemble at such time and place in said town as shall be expressed in said warrant, to choose all such officers as other towns within this Commonwealth are by Law authorized or required to choose, in the month of March or April, annually, and to transact such other matters and things as may be necessary and lawful at said meeting; and the officers chosen as aforesaid shall be qualified as other town officers are.

"Approved by the Governor.

"Caleb Strong.

"February 17, 1803."

GARDINER IN THE LAST HALF CENTURY.

BY WILLIAM MORRELL.

A date near the beginning of the last half century of the history of Gardiner as an incorporated town may be regarded as the dividing line between the old and the new. The younger generation of to-day can have little idea of what that means, and only those whose riper years have been blessed with memories unimpaired can realize fully the magnitude of the changes which these years have brought about, not only in material things, but in the moral and intellectual status of our people.

A period of time extending over little more than a decade witnessed the introduction of coal, gas, kerosene oil, the telegraph, the railroad, and the construction of the Gardiner and Pittston Bridge. The telegraph preceded the railroad by about a year, the office being connected with that of the "Cold Water Fountain" newspaper. The editor, Freeman Yates, was the first operator. After his retirement Mr. H. L. Weston, one of the publishers, officiated as operator, until the increasing business made a more convenient office and a constant attendant necessary. The business was light at first, business men being slower to adopt new methods than at present, and it was a long time before the lines were used much excepting in cases of emergency.

The first coal stove was set up in 1851, and coal oil, as it was then called, was introduced at about the same time, the price being one dollar and fifty cents per gallon. None but those who can remember the days, or rather nights, of whale-oil lamps and tallow candles can appreciate fully the importance of this factor in the life of the community. "Burning the midnight oil" offered few temptations to sensitive olfactories or defective eyesight when whale-oil, or the still more offensive tallow candle, was the only means of illumination, and little reading was done by the masses compared with what is done now.

Most important among the causes which have revolutionized the business of our city was, of course, the railroad. Previous to this all transportation was by water, and during the summer season the wharves along our river front were the scene of great activity and interest. All the lumber manufactured up river was brought here in great rafts to be shipped, which gave employment to many men. It was common to see as many as thirty or forty vessels at a time lying at the wharves, while the streets were thronged with their crews, stevedores, and river men. As this motley crowd was largely composed of a class of men not distinguished for lamblike qualities, there were little episodes constantly occurring to make life interesting, and the police department was not considered a strictly ornamental institution. Whatever may be said of the moral status at the time, Gardiner had not arrived at the period when dullness was its prominent characteristic. The river was the great artery through which pulsated the life-blood of the towns along its banks.

There were nearly always rival lines of steamers running to Boston, and the competition was characterized by an acrimonious intensity hardly understood to-day. The agents of the different boats would stand on the corner by which all passengers had to pass, and underbid each other for patronage. On one occasion, after the fare had been reduced to twelve and a half cents, one agent announced that his boat was carrying free, at which his rival promptly offered the same terms, with a free supper by way of premium. Every man, woman, and child was a partisan of one boat or the other, and would get as excited over discussing the merits of the different boats as though they were the owners. Life among us was confined within narrow bounds, and what our feelings lacked in breadth they made up in intensity.

It has always been a question with many whether or not the railroad was any benefit to Gardiner. They claim that when the river was the only way of transportation, Gardiner, being practically the head of navigation, possessed advantages

which were lost as soon as the railroad passed through. This is plausible reasoning, and true to a certain extent; but other changes in industrial conditions have had still greater influence — changes which have affected nearly all New England in like degree.

As a community we were wild over the prospect of the railroad, just as other towns always are. The man would have been considered a misanthropic pessimist who dared to doubt the town's having at least twenty thousand inhabitants inside of ten years after the trains began to run. Everybody who could raise a hundred dollars bought a share of railroad stock, an investment whose only merit seems to have been its permanency.

So we jogged along, enjoying great prosperity in anticipation, but taking our accustomed punishment by fire and flood, growling about our taxes and the inefficiency of our officers, very much as we do now, with nothing particularly important in our civil life to chronicle until the breaking out of the war.

The part Gardiner played in that great struggle has been celebrated in song and story, and is familiar to all; but the great changes in the way of life which it caused for us and for posterity can hardly be estimated. It seemed as if all the ideas of life to which we were accustomed had been suddenly eliminated, and an entirely new condition of things substituted. The sound of fife and drum in every village imparted the air of a military camp, and a general feeling of unrest and instability predominated. Soldiers were everywhere, and, as after the first enlistments they received large bounties, which most of them proceeded to get rid of as soon as possible, money seemed to lose its normal value, and reckless expenditure succeeded the parsimonious and frugal habits to which we had been accustomed. Almost immediately after the war began, every vestige of specie disappeared, and the difficulty of making change was a serious one. Postage stamps were used and passed from hand to hand until worn out. The traders on the

street were obliged to issue money of their own, in the shape of little pieces of cardboard, in multiples of five cents up to fifty. Of course this was illegal, and the stuff easily counterfeited, which was done to quite an extent; but there seemed no other way to get along until the Government issued the fractional currency, all the substitute we had for several years in the place of change.

Money being plenty and cheap, and growing cheaper every day as the issue of the conflict became doubtful, its profuse expenditure was the natural result. All business was booming. Depreciated currency enabled the debtor class virtually to pay their debts at a discount, according to the state of the currency at the time, while their assets and profits increased at the same ratio. There was a great demand for all kinds of productions, and price was no object.

That such a state of things should have begotten a corresponding lowering of the general moral sentiment in business methods is not remarkable, nor that it should have led to the creation of extravagant habits, and the cultivation of more expensive tastes in ways of living than those to which the community generally had been accustomed. The sudden and enormous demands of the Government on the productive interests of the country made possible this rapid accumulation of large fortunes, and gave corresponding opportunities to those doing business in a smaller way. Our Uncle Samuel was not only spending his income, but rapidly dissipating his principal, of which everybody was ready and willing to take a share. It was a great dance for those on the floor, but one for which posterity has to pay the fiddler pretty dearly.

The only important events directly affecting the interests and welfare of the city since the war are the paving of Water Street, the establishment of the waterworks, and the partial construction of the sewer system.

None but those who can remember the condition of Water Street in the spring and fall can appreciate the value of the paving investment. A quagmire from the foot of Libby Hill

to the lower end of Water Street, of unknown depth and consistency, composed of all the garbage and impurities natural to the activities of a busy street, it could hardly be told at what point it was most disagreeable and dangerous, when wet or when dry. Like most good things, while we know what it cost, we have no means of estimating the benefits of our paving, because they come to us in so many indirect ways.

The assumption of the ownership of the bridge across the river was a transaction of rather more benefit to the public at large than to Gardiner in particular. It could hardly be foreseen that business changes would greatly reduce the use of it to Gardiner people or that it would be carried away by a flood so soon.

Undoubtedly the one enterprise which transcends all others in importance to the comfort and well-being of the city was the introduction of the waterworks. The event is of so recent occurrence that it is unnecessary to draw comparisons between the old and the new in this connection.

Gardiner was always a town of small industries, owned and operated mostly by its own citizens. The tendency of modern business methods is to kill off small concerns, and to concentrate all branches of manufacturing in large establishments. The natural outcome of the introduction of machinery has been to bring about this result. Before the days of shoe factories every shoe store employed a crew of workmen, and every town of the size of Gardiner found business for a tanyard or two, besides dealers in leather, hides, and other things connected with the business. It was the same with carriage making and wood working of all kinds. Gardiner was somewhat noted for the diversity of its industries, and had the reputation of being a busy town; but everything was done on a comparatively small scale, and the volume of business, in what we look back upon as its best days, was probably less than it is to-day, while the capital invested in manufactures was very much less than at the present time. Without statistics at hand it is not a wild guess that the pay roll of our present shoe

ESMOND DWELLING.
Built about 1808.

factory will exceed that of the entire town sixty years ago. Our business was of a character to make considerable stir, as most of it required much teaming, and Water Street seemed a busy place, but the railroad up the Cobbossee has changed all that and does the work of a good many teams, with less noise.

It is a favorite pastime of most old people to compare the cost of living in the old times with that of to-day. If we should also compare the kinds of living we should find a still greater difference. In those times we didn't have most of our daily food done up in dainty, artistic packages, costing nearly as much as the food itself. We didn't have the grocery man come to our houses two or three times a day, and after that telephone him to bring up a yeast cake. We had neither the telephone nor the yeast cake, but took the staff of life mostly in the form of good, yellow saleratus biscuit, with dyspepsia plainly apparent all through it. We didn't have street lights, and in the winter we walked in the road, because what few sidewalks we had were buried in snow and never cleaned. Our taxes were lighter and we had less to pay them with. Our water supply in most houses was from an old molasses hogshead at one corner of the house, in the proportion of one drop of water to two mosquitoes in embryo. Taking baths was a habit not yet beyond the intermittent stage. When cisterns came into more common use they were regarded as a distinct advance in civilization.

It is said that a good criterion by which to judge of the civilization of a people is the amount of soap they use. This, of course, implies the quantity of water also, which, if true, illustrates most fully the difference between the ways of living in the old time and the new.

The whole tone of our life as a community is on a higher plane. We have cleaner streets, better dwellings, more neatly kept premises, all of which have an elevating effect on society in general.

The lawn-mower was a thing unknown forty years ago; but it is an important factor in the beautifying of our homes and streets at the present time.

The professional rowdy has disappeared. If there is no less vice, it is certainly less apparent, and the fact that it has the grace to hide itself may be considered a gain.

To the revolution in our business affairs many causes have contributed, some applicable to the whole country, and others affecting our immediate section. Labor-saving machinery has so increased the productive capacity of labor that all manufacturing industries are running on a smaller margin of profit, necessitating the doing of business on a larger scale, and the elimination of the smaller concerns. Gardiner is a conspicuous example of this change in business affairs, as most of our business in the past was in the nature of small individual enterprises.

Our water power has always been employed in manufactures requiring great power for the labor employed, a fact more in evidence to-day than ever before. This has had the effect of keeping the population within limits which seem hardly to correspond with our apparently natural advantages.

In the old days, when we were shut in through the long winters, we were a little world by ourselves, and small affairs assumed greater importance than they do now. We knew less, perhaps, but felt more, and our theories and beliefs, whether in politics or religion, were likely to be of a rather intolerant order, which affected social conditions much more than at present. The level of society is a broader one.

Millionaires are not very plenty among us, and the spirit of exclusiveness in social life is less apparent than it is in most places of the size of this. Of the class who do nothing nine months of the year and go away to rest the other three, we have but few.

That we have made a steady advance, as a whole, in the essentials of a broader, fuller life — in the line of more attractive and more comfortable homes, better schools, cleaner streets, and better sanitary conditions — must be apparent to the most pessimistic observer. When we feel disposed to grumble about our expenses it will be well to take into account

the fact that water will run downhill in spite of the most accomplished street commissioner, and that we have a good many hills; that if we must have an electric light on our corner and a new sidewalk on our street and all the accessories of a high state of civilization, we must have also the accompanying high rate of taxation. Thus if, after counting the cost, we can find a balance in our favor, where we have given full value for the benefits we receive, in the things which tend to broaden and strengthen our lives, to be transmitted with increasing effectiveness to those to come, then we may say of our century-old town, though it may never make a distinguished record on the page of history, it is a good place in which to live.

Capt. Jason Collins was born on the 22d day of February, 1817. The first steam craft on the Kennebec River came in 1818, the first steamboat came in 1819, so his life spans the history of steam navigation in this vicinity. As a boy he saw this first steamboat. As a boy he saw the launching of the first steam vessel built at this place. In 1836, when nineteen years of age, he was employed in the engineers' department on the steamer "New England," and for a period of twenty-five years had charge of the machinery of various steamers. He was made master of the Eastern Queen in 1861, and for forty-two years held command of the largest boats running on our river. For two-thirds of a century he has been in continuous steamboat service; a record probably unequaled in this country. What Capt. Nathaniel Kimball was to the pioneer days of steam navigation on this river, Captain Collins has been to these later days. In the forty-two years during which he has been master, he has carried at least 1,700,000 passengers, and has sailed his steamers over one million miles, without a single loss of life, and without financial disaster to any craft under his command. In his full steamboat service, he has traveled on water a distance of seventy times around our globe. No wonder that his passengers trusted him implicitly, for his very presence seemed a guarantee of safety. Thoughtful and solicitous for the welfare of his patrons, he assumed no unnecessary risks, but in times of danger was always collected and brave. His name was as well known as the line on which he ran, and the traveling public learned with regret of his resignation from the route. Captain Collins has contributed the following brief sketch of his recollections of early steamboating on the Kennebec River, and of his connection with this service here and elsewhere.

J. S. M.

REMINISCENCES OF STEAMBOATING.

BY JASON COLLINS.

In the year 1818 there arrived at Gardiner a scow propelled by steam; this had been fitted up by Jonathan Morgan, a lawyer of Alna, and was the first steam craft of any description on the Kennebec River.

In the following year a small steamer, called the "Tom Thumb," was towed from Boston to the mouth of the river by a sailing packet. The "Tom Thumb" was thirty feet long, with side-wheels, and was open, with her engine exposed to the weather. From the mouth of the Kennebec she steamed to Bath against the tide, creating quite a sensation among the people along the river. Of course she was not suitable for outside work, and so was put on the route between Bath and Augusta. This steamer remained on the route for several years. I remember seeing her in 1834, when she was towing the ship "Constitution" from Gardiner to Bath; and, incredible as it now seems, it required six days for her to make this trip.

In 1823 the steamer "Waterville" was built on King's Wharf at Bath by Capt. Seward Porter; and she was probably the first steamer built on the banks of our river. Her route was from Bath to Augusta.

During the same year the "Patent," Captain Porter, ran from Boston to Portland, and soon after the route was extended to Bath, where she connected with the "Waterville" for Augusta. This was the beginning of steamboat service from Boston to the Kennebec.

The first line from Gardiner to Portland was established in 1826, when the "Patent," Capt. Henry Kimball in command, was placed on the route; at Portland she connected with the steamer for Boston.

In 1832 the stern-wheel steamer, "Ticonic," was built in Gardiner upon the space in the rear of the present Gardiner

National Bank, and she was launched across the street into the river. I attended this launching and distinctly remember the incident. She was built to run from Gardiner to Waterville, and was the first steamer to go above Augusta. On her first appearance in the little village of Waterville she was greeted with cheer upon cheer, ringing of bells, and firing of cannon; and a public dinner was given, where speeches were made and songs sung to celebrate the event. The "Ticonic" continued to run on the Waterville route until the building of the dam at Augusta, when, on account of the small size of the lock, she was unable to pass through.

In 1833 the steamer "Hancock" was put on the route from Bath to Augusta, where she made connection with the "Ticonic" for Waterville.

In 1835 Capt. Nathaniel Kimball, afterward so prominent in steamboat navigation upon our river, assumed command of the "McDonough," which ran between Gardiner and Portland.

In 1836 a company was formed at Gardiner and some $40,000 subscribed for the purchase of a suitable steamer to run between Gardiner and Boston. The principal stockholders were R. H. Gardiner, Parker Sheldon, Capt. Nathaniel Kimball, David Bowman, Myrick Hopkins, John Henry, Col. John Stone, Edward Swan, and Capt. Arthur Berry. This was the beginning of the steamboat line between this place and Boston, and which has continued without interruption ever since. This company purchased the steamer "New England" and placed her upon this route, with Captain Kimball in command. The fare to Boston, including meals, was four dollars. The boat contained no staterooms, and the middle berth in the cabin was considered the best choice.

Off Boone Island, at midnight on the first of June, 1838, when on her passage from Boston, the "New England" was run into by the schooner "Curlew." The steamer immediately began to fill, and the passengers were transferred to the schooner with the loss of but one life. The schooner sailed for Portsmouth, that being the nearest port. Captain Kimball,

with his officers and crew, remained by the wreck in boats until eleven o'clock on the same morning, when the steamer rolled over and floated, bottom upward. She was later towed to Portsmouth, but lost her machinery on the way and proved a total loss. Captain Kimball and his crew were picked up by a passing schooner bound for Boston.

As soon as the news of the wreck reached Gardiner, Parker Sheldon left for Portsmouth, where he was joined by Captain Kimball. The two then proceeded to Norwich, Conn., and there chartered the new steamer "Huntress," arriving with her in Gardiner on the tenth of June.

At this time the "Clifton," owned by Commodore Vanderbilt, was running to Portland, where she connected with the large boats for Boston. This was the beginning of the Vanderbilt opposition.

The same season the new steamer, "Augusta," built by Vanderbilt, was placed by him on the route from Hallowell to Boston; but, not proving fast enough to compete with the "Huntress," she was withdrawn, and the "C. Vanderbilt," supposed to be the fastest boat on the Atlantic coast, took her place.

There was great rivalry between the "Huntress" and the "C. Vanderbilt," and the people of the Kennebec Valley were ardent supporters of one boat or the other. After a few trips Captain Kimball received and accepted a challenge from the "Vanderbilt," for a trial of speed from Boston to Gardiner. The officers of the "Huntress" were instructed to put all in order for the trial; the best of wood, the fuel then used, was selected for the fires, and everything possible was done to get the boat in trim for speed.

When the hour for sailing arrived, the "Vanderbilt" took the lead, but by the time Boston Light was reached the "Huntress" was alongside; and long before Eastern Point was sighted the "Huntress" was ahead. The boats were so evenly matched in speed that during the entire night they were near together. Great excitement prevailed on both steamers, and little sleep,

if any, was enjoyed by either crews or passengers. To the great satisfaction of the Gardiner people, the "Huntress" won the race, reaching this city three-fourths of a mile ahead of her rival. The "Huntress" made this trip from Boston in ten hours and forty-five minutes, a sailing time without a parallel on this line from that day to this, a period of sixty-five years.

At the close of the season the "Huntress" was returned to Norwich, but was rechartered for the following year by the Gardiner Company. Commodore Vanderbilt, convinced that he could not find another boat as fast as the "Huntress," purchased her, subject to the charter, but without the knowledge of the Gardiner Company. He then notified the Company that they must take the steamer and give him a bonus of $10,000, upon his agreement to withdraw forever from the line, or he would put her on the route himself and pay whatever damages the law would allow for breaking the charter. The Company accepted his offer of purchase, and in 1839 the "Huntress" returned to her former route, with her old officers.

In 1840 business had increased to such an extent that the "Huntress" proved too small to accommodate the public; accordingly the steamer "John W. Richmond" was purchased and placed on the route, while the "Huntress" ran to Boston by the way of Portland.

In 1841 the Eastern Railroad reached Portsmouth, and the steamer "M. Y. Beach" was put on to connect with their trains from that place to Hallowell. This service was continued until the railroad reached Portland, when the steamer "Telegraph" was put on to make connection with Hallowell.

In 1843 Captain Sanford, of New York, put on the steamer "Splendid" from Hallowell to Boston, in opposition to the regular line. On account of this opposition rates were ruinous; the competition was so great that passengers frequently paid whatever they pleased.

The next year the "John W. Richmond" came on as usual, and ran until the night of September 3d, when she was burned to the water's edge at her wharf in Hallowell. The Company

Built by Major Reuben Colburn, 1765.
Occupied by Arnold in Sept., 1775.

then put on the steamer "Penobscot," with Captain Kimball in command.

In 1845 another opposition appeared — a new Company, called the "People's Line," which was composed of prominent citizens of Gardiner and Pittston. They purchased the steamer "John Marshall," and again low fares were in order. The old Company, headed by Captain Kimball, then built the steamer "Kennebeck," and placed her on the Boston route, while they had the "Charter Oak," Captain William Byram, on the outside route. The steamers "Flushing" and "Bellingham" also formed a daily line between Augusta and Bath, while the "Huntress," on the line from Gardiner to Portland, connecting with the railroad, completed the fleet of six steamers, all running from this port.

As the "People's Line" did not prove profitable, in the following May the "Marshall" was sold and the old Company regained full control.

On the second of July, 1847, the "Huntress" made a special trip, bringing President Polk and his Cabinet, with other prominent men, from Portland to Hallowell. At about midnight they reached Hallowell, where carriages in waiting took them to Augusta to pass the night. On the following day the distinguished guests drove to Gardiner, visited R. H. Gardiner at "Oaklands," and left for Portland on the "Huntress." There was a large gathering of citizens at the wharf, where speeches were made by the President and the Hon. George Evans.

In 1837 the first steam ferry boat ever operated upon the river was built in this city and ran between Gardiner and Pittston. Her machinery was made by Holmes and Robbins, of Gardiner. She was called the "Kennebis," and was in service until the completion of the bridge in 1853. The wife of Captain Joshua Warren was the first woman to cross the bridge.

In 1849 a steamer was built in this city, and was then taken apart and shipped to San Francisco, where she was set up and ran on the Sacramento River.

In 1836 I began steamboat service on the "New England" in the engineers' department, and was in continuous service from this port to Portland or Boston until 1849, when I engaged with Commodore Vanderbilt as engineer of his steamer, "Independence." While in New York, superintending the setting up of the steamer's machinery, I daily observed the building of the famous yacht "America," the first winner of the "cup."

On the first day of January, 1850, the new steamship "Independence," with a crew of sixty officers and men, sailed from New York for San Francisco. She reached port on the first of July, after a detention of a month at Rio Janeiro on account of yellow fever, from which we lost four of our men.

The "Independence" was then put on the Nicaragua route from San Francisco, a passage of 3,000 miles, usually made in from twelve to fifteen days. The "Independence" was the first steamer carrying passengers over this route, and she sailed regularly, with no accident, until the morning of February 16, 1853, when she ran on a coral reef, off S. Margarita Island, near Lower California. She was backed off and run on shore, but was leaking badly, and it was soon discovered that she was on fire. Her boats were immediately lowered, but all of them were lost in the heavy surf, except one, which, containing a few women and children, succeeded in reaching the shore. Many, suffocating with smoke, leaped from the vessel to meet death in the sea, where even good swimmers were sinking, in vain attempts to save themselves and their friends.

The survivors were long in reaching the shore, where the scene was truly heartrending. The bodies of the dead and dying came floating in on the waves, and many perished, who, with proper care, might doubtless have awakened from unconsciousness to life again.

The men from Maine, forty in number, were all saved; but, of the five hundred passengers, only two hundred and twenty-five escaped with their lives.

S. Margarita is a barren volcanic island, thirty miles long and five wide. As soon as all were on shore a rude shelter was built for the women and children; and here, during the first night spent upon the island, a baby was born and named Margarita Vanderbilt. The father of the child had been drowned in the struggle to reach land.

There was no food or water upon the island, but on the second day a crude condenser was made from materials picked up from the wreck, and water was slowly distilled at the rate of three gallons an hour—a precious boon to the thirsty sufferers.

Toward evening on the next day a small cannon from the wreck was carried across the island, and by discharging this and kindling fires at night time we succeeded in attracting the attention of some whaling vessels, which brought us relief. By ten o'clock that evening food had reached the island and all were on board the three hospitable ships, the "Omega," "Meteor," "James Murray," and the bark "Clement." The ship "Meteor" was afterward chartered to take the survivors to San Francisco, where we arrived on the first day of April. After a short stay in San Francisco I decided to return to New York, and sailed by the Nicaragua route, on the steamer "Brother Jonathan," arriving on May 12, 1853.

To resume the history of the Kennebec steamboats; in 1850 the "T. F. Secor" was placed on the line from Hallowell to Bath, where she made daily connections with the railroad. When the railroad reached Richmond, she plied from that point to Augusta.

The new steamer "Ocean" then came on to the Boston line and ran until November 24, 1854, when she was run into by the Cunard steamship "Canada," in Boston Lower Harbor. She took fire, burning to the water's edge, and in this accident seven lives were lost.

Captain Kimball, who for eighteen years had been actively engaged in the Kennebec steamboat service, and who, more than any other one man, had contributed to its success, retired as master in 1853, though he still retained a large interest in the line and acted for a time as its General Manager.

In the spring of 1855 the steamer "Governor," Capt. James Collins, took the place of the "Ocean," and during that and the following year she was the only boat on the line.

In 1856 the steamer "Eastern Queen" was built in New York. She was a palatial steamer for those days, and cost $100,000. She was owned by a new company: Isaac Rich and Nathaniel Stone, of Boston, and Capt. Nathaniel Kimball, William Bradstreet, William S. Grant, and Jason Collins, of this city.

In the spring of 1857 the "Eastern Queen," with Capt. James Collins in command, began her trips to Boston. After running for three seasons she was partly burned, in March, 1860, while in winter quarters at Wiscasset. While she was being rebuilt in East Boston, the "State of Maine" was chartered to take her place. The "Eastern Queen" resumed her trips in November of the same year.

In the spring of 1861 Capt. James Collins died at his home in Farmingdale and Jason Collins was appointed in command. At the close of that season the "Eastern Queen" was chartered by the Government for the Burnside Expedition to Hatteras. We sailed from New York December 11th, with the right wing of the 24th Mass. Vol. Regiment, accompanied by Gilmore's Band. After disembarking the troops at Annapolis, we took on board the 4th R. I. Vol. Regiment, sailed for Hatteras Inlet, arrived at anchorage a few days later, and waited until February 5th, when the signal was given for the first division to get under way. The "Eastern Queen," with General Parks and staff on board, was the flagship of the first division, and followed the gunboats; after her came the transports, each with vessels in tow, making seventy-five in line, and carrying 12,000 troops. When off Roanoke Island we anchored and disembarked the troops in whale boats, while the Federal gunboats were shelling the woods. The next morning our troops captured the Confederate army and forts. During the winter we were engaged in the transportation of troops and were frequently in the midst of danger, often wit-

nessing engagements between our gunboats and the Southern forts. We returned to Boston on the 15th of May, and on the 17th of June resumed our route on the Kennebec. That spring, for the first time since it had been established, the regular steamboat service from this river to Boston had been interrupted.

In the following November the "Eastern Queen" was again chartered, this time for the Banks Expedition to New Orleans. On December 6th we left New York, with troops on board, under sailing orders for twenty-four hours' continuous steaming, and with sealed orders to be opened at the conclusion of that time in the presence of the commanding officer of the troops. Our destination was then found to be Ship Island. Afterward we went to New Orleans, and during the winter were engaged in the transportation of troops, supplies, and dispatches from that city to Baton Rouge, Pensacola, and other places.

We returned to the Kennebec on the 15th of May, and the "Eastern Queen" remained on the Boston route until the spring of 1870, when she was sold to New York parties. Her name was then changed to "Tamaulipas." She ran from Havana to ports in Mexico and was finally lost in a gale off that coast.

In 1864 the Kennebec Company bought the blockade runner, "Scotia," which had been captured by a Government steamer, and placed her on the route from Hallowell to Portland; but she proved unprofitable, was taken off and sold. She then sailed for China, and was never heard from afterward.

In 1865 an opposition line put the steamer "Daniel Webster" on the route from Boston to Gardiner. In this year the "Star of the East" was built in New York at an expense of $180,000, and at that time she was the most finely equipped boat running out of Boston. After superintending the building of the "Star" I took command, and Captain Samuel Blanchard was placed on the "Eastern Queen."

In 1866 the Bath Company, with the steamers "Daniel Webster" and "Eastern City," ran a daily line to Boston in

opposition to the "Star of the East" and the "Eastern Queen," owned by the Kennebec Company. There was great competition between these lines; the fares to Boston were reduced to twenty-five cents, and exciting times followed. Crowds of people took the trip who had never been to Boston before, and probably some of them then saw a steamboat for the first time. At the close of that season the Bath steamers were withdrawn, and for the past thirty-seven years there has been no opposition to the Kennebec Company.

From 1870 to 1889 the "Star" was the only boat on the Kennebec route, and during that time she made but two trips weekly; these, however, were very profitable and paid her owners handsome dividends.

The stern-wheel steamer "Della Collins" was built to take the place of the "Clarion," running from Gardiner to Augusta as a tender for the Boston boats.

In 1889 the up-to-date steamer "Kennebec," the first steamer of the line built at Bath, was launched from the New England yard in the presence of thousands of people. On board were the Governor and his staff, with the stockholders and their friends. The owners of the boat were principally from the cities and towns along the river.

After taking charge of the building of the "Kennebec," I assumed command; and on July first of the same year the boat made her first trip. Her service has been without adventure.

Captain W. J. Baker was placed in command of the "Star of the East," and each of these boats made two trips weekly to Boston. In 1891 the "Star" was rebuilt at a cost of $50,000, and the name was changed to "Sagadahoc." In 1902 she was sold, her name was again changed, and she is now running on the Sound.

In the winter of 1896–7 the Kennebec Company built the steamer "Lincoln" for the winter route from Boston to Bath, and the summer route to Boothbay, but, after two years' service, at an advance of her cost, she was sold to run from Miami to Havana.

In 1901 the Kennebec Steamboat Company sold their steamboats, wharves, and other property to the Eastern Steamship Company. They have since built the fine steamer "Ransom B. Fuller," which, in connection with the "Kennebec," is still on the route to Boston. Thus the line, established in this city in 1836, and owned by the citizens of the Kennebec Valley, has passed into other hands.

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